

MAISON'S



# Hongkong Daily Press.

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No. 19,542. 號二十四百五千九萬一第 日二十月二十年申庚 HONGKONG, THURSDAY, JANUARY 20TH, 1921. 四拜禮 號十二月正年十國民華中 PRICE, \$3 PER MONTH.

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7.00 a.m. to 8.00 a.m.	every 15 minutes
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Hall's Distemper is applied with a whitewash brush, saving much in the cost of labour.

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### THE CANTON CUSTOMS. CONTROL BY THE MILITARY GOVERNMENT.

#### THE PLEA OF JUSTIFICATION.

The following official statement appears in the Canton Times:

In view of the constant false reports purposely spread about the doings of the present Military Government and of the persistent efforts made by its political enemies who, by means of subsidised Press and other agents have been manufacturing ridiculous canards concerning this Government, as witness the scurrilous reported sale of Kien Chow Island (Hainan Island) to a foreign Power, and the consequent false impression prevailing in the minds of the general public in regard to the policy of this Government and its doing, the Administrative Directors feel it necessary to issue the following statement.

On January 15th, 1921, the Military Government ordered that the Chinese Maritime Customs Service functioning in the provinces under its jurisdiction shall be subject to its orders and control as from February 1st, 1921.

In arriving at this decision the Government has been under the compulsion of the following facts and conditions:

1.—The action of the Military Government is justified by its rights. The Customs service is, after all, but one of the Government services of the country and its officials, the public servants. Since the Military Government exercises absolute and exclusive control, *de facto* as well as *de jure*, over all affairs, administrative, financial and otherwise, in the Constitutional Provinces, it is an anomaly and an absurdity that the Chinese Maritime Customs Service should function in these provinces under the orders of an authority at Peking and collect from these provinces revenue which is diverted to uses elsewhere malignant to the interests of the country.

The Military Government, recognising the efficient organization of the Customs Service and the good work rendered to China, holds the policy that this change of control from the Peking authority to the Military Government will in the least affect the present personnel acknowledging its authority nor the rules of the service. As the Customs revenue has been hypothecated at different times for the service of various foreign obligations, it is not intended that the interests of the creditors should be in any way jeopardised. The revenue from the South-western provinces will bear a proportionate share of the burden which will form, as hitherto, a first charge.

The authorities at Peking have no sincere desire to make peace, or to effect the unification of the country, nor have they the ability to do so. They recalled their peace delegates from Shanghai and would not send others even after the repeated requests of the Military Government to them to do so. They proclaimed the unification of the country without first setting the terms at the Shanghai Peace Conference, hoping thereby to evade the conditions of the South, which, while beneficial to the country, they know to be disadvantageous to their self interest, and also to deceive the foreign Powers into making them loans of large sums of money. They fear that if the Government of the country is participated in by enlightened men they will not be permitted to continue their ways. They are now squandering millions borrowed under all sorts of terms and conditions, not for the purpose of doing work of a constructive nature, but for the good of the people, but for the aggrandisement and strengthening of their positions and powers and for the suppression of the people's rights.

With such men at Peking no sensible man can hope for unification of China. The members of the Military Government yield to none in the desire for restoration of peace and for a real unification, but while Peking is hopeless they see no reason why they should not do what they can to organise and reform the provinces under their jurisdiction and to arouse and awaken the country at large to work out its own salvation.

The condition of the Kwangtung province is deplorable. For four years the Kwangtung military government, the province by arbitrary methods. Every inch of the public land has been either sold or heavily mortgaged; illegal and absurd taxes have been imposed; monopolies have been unlawfully and surreptitiously granted; gambling of all kinds have been compelled to contribute a portion of their earnings to fill their pockets. On the other hand the Canton treasury is empty and the Government is now surrounded by a host of creditors.

Notwithstanding these great handicaps the Military Government and the present Provincial Government of Kwangtung have, since their advent into power, abolished gambling and lotteries of whatever shape or form, at the tremendous sacrifice of nearly \$10,000,000 a year to their revenue, that being the amount of gambling licences. In less than two months they have abolished the Tunchun-ship (War-Lordship) and the posts of the seven garrison-commissioners, who are small editions of the tuchuns. They have also abolished the Tuo-yins who are inefficient and useless. They have effected peacefully the disarmament of over 210 battalions of troops numbering about 63,000 men. They have energetically suppressed the growing and smoking of opium. They have introduced municipal government for the first time into China. Other reforms on their programme are self-government for the districts, increasing the appropriations for education which has of late been shamefully neglected, the reform of the judiciary, to necessary to any well-ordered government, and the opening up of the province with the aid of foreign enterprise.

(Continued at foot of next column.)

### A BOLSHEVİK MAJORITY AT VLADIVOSTOCK.

A Reuter message from Vladivostock

says:—  
The election has resulted in the return of the following groups:—

Communists	15
National Democrats	8
Progressive Democrats	2
Social Revolutionaries	1
Democrats	1
Mensheviks	1

A pronounced indifference towards the elections was shown, only the Extreme Left, made up principally of workmen, and the Extreme Right, participating. The Middle Classes and educated employees did not vote, stating that a Bolshevik majority was a foregone conclusion, while in case the Bolsheviks were in the minority, the National Assembly would not be permitted to meet. In addition they argued that they had often voted in various elections during the past few years but without tangible results.

### THE SHOOTING AFFAIR AT VLADIVOSTOCK.

ADMIRAL GLEAVES NOT GOING TO VLADIVOSTOCK.

The U.S. destroyer *Ellet*, after leaving the port of Manila with Admiral Alford M. Gleaves, Commander-in-Chief of the Asiatic Fleet of the United States Navy, on board, turned back in mid-ocean for the Philippines. The Admiral had been expected to arrive in Shanghai last Thursday night, the *N.C. Daily News* says, and he was to go on board the U.S. cruiser *New Orleans* and be conveyed to Vladivostock, where he intended to investigate the conditions surrounding the murder of Lieutenant W. S. Langdon, chief engineer of the U.S.S. *Albatross*. Why he has turned back is still unknown, but it is thought that he may have received a message from Vladivostock influencing his return while en route.

### MOBILIZATION IN VLADIVOSTOCK.

UNDER ORDERS FROM MOSCOW.

Various orders for mobilization have been received at Vladivostock from China and also direct from Moscow. These are being carried out in the parts of the Maritime Province where the Japanese authorities are not in control.

### SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extrême-Orient, in their report dated Saigon, January 5th, state:—  
During the last fortnight there has been absolutely no business in rice except a few lots sold to Manila and some parcels sent to Hongkong.

The price of paddy has sensibly dropped, but the frequent falls of rain are preventing the abundant arrivals of new paddy on the market expected at this season.

The total amount of rice exported from January 1st to 4th, 1921, is 1,883 tons against 15,450 tons in 1920.

We quote to-day:—White Saigon rice, No. 2 milled, Japan quality, Hongkong \$4.90 per picul f.o.b. Saigon for January and February shipment.

### REMARKABLE BATTLESHIP MODEL.

For many years it has been the custom of the British Admiralty to use working models of the machinery and apparatus on board ship for the instruction of cadets. This system of preliminary training has hitherto been applied mainly to forecastle-head operations, such as the working of masts, capstans, chain-stoppers, anchors, and so on. Recently, however, it has been extended to the structural arrangement of the whole ship's interior. The first model of this kind has been constructed by a British firm to represent accurately the equipment of Britain's largest battleship, H.M.S. *Hood*. This vessel has a complement of 1,450 officers and men—about twice the man power of the Dreadnought type—and from this fact one may gather some notion of the complexity and immensity of the interior which the model reproduces. The model will enable officers in particular to gain the necessary knowledge of the various compartments and appliances of the ways of entrance and egress, the systems of control, the identification of valves and other details. Zinc and brass are mainly used in the construction of this remarkable model, which is about ten feet in length. Each deck or portion of deck is made removable, so that all the under-deck arrangements, which are reproduced with extreme fidelity to detail, may be closely examined.

The Administrative Directors are fully aware that the work they are engaged in is an uphill and herculean task, aggravated by the lack of funds and the scarcity of competent and honest helpers. In cleansing the Augean stable it necessarily arouses the ill-feeling of corrupt and incompetent officials displaced, and gives opening for attacks by their political enemies and others. They dare not boast they are infallible, but they do declare their strict honesty of purpose in what they do and are willing to rest on the result of their administration for the impartial opinion and judgment of the public. What they ask the public foreign as well as the Chinese, is that they should not hastily believe absurd reports published in the Press without actual truthful confirmation. They invite any one who is disposed to do so to visit Canton and judge for himself. In fearlessly carrying out their policy they sincerely hope they will be supported by their countrymen and foreign public opinion.

Canton, January 16th, 1921.

### SUGAR INDUSTRY OF CHINA.

(By GEORGE H. FAIRCHILD.)

The Chinese were producing sugar at the dawn of history and the main districts where it was grown are known as the eight Chows; Changchow, in Fukien province; Hweichow, in Anhwei province; Chaochow, Chuenchow, Kwangchow, Shaochow, and Lienchow, in Kwangtung province; and what is now known as Formosa. In modern times sugar cane has been cultivated in Szechuen, Kuangsi, Kiangsi, Chekiang, Honan, and Yunnan. These six provinces with those of Fukien and Kwangtung, comprise the eight sugar provinces in which the Chow sugar districts were the largest producers. In more recent years the importations of foreign sugars have increased to such an extent that the local sugar production has materially declined.

The chief sources of supply at the present time, exclusive of North Manchuria, where an effort is being made to raise beet sugar, are:—Chayang, Tenghai, Haiyang, Chiehchang, and Puning, in Kwangtung province; Haitung, Tungun, Hsienyu, Lungchi, in Fukien province; and Neikiang, Tetsung, Tzayang, and Chuyang, in Szechuen province.

Data as to the exact quantity produced annually are difficult to obtain, but it is estimated that the production at the present time approximates 350,000 short tons, as against 400,000 to 500,000 short tons forty or fifty years ago. The greatest production at the present time is said to be in the rich but isolated Szechuen province, where over 133,000 short tons are raised annually. Most of this is consumed locally, as the expenses of exportation, owing to the difficulties of transportation and the high internal revenue taxes collected at the numerous "likin" stations, prohibit the marketing of this sugar outside of the district. Next comes the province of Kwangtung, producing 100,000 short tons, followed by Fukien with an annual production of about 35,000 short tons. In the districts of Kuangsi, Kiangsi, Yunnan, and Kweichow, approximately 65,000 short tons are cropped annually.

The sugar industry of China fifty years ago was very prosperous, the country ranking with India, Java, the Philippines, and Cuba as among the four great sugar producing countries of the world. Not only local demands were supplied, but a relatively large quantity was exported to foreign countries, amounting in 1884 to 100,000 short tons. Since the development of the European beet sugar industry, however, China has practically fallen out of the race, so that to-day eleven other countries surpass her in the production of sugar. Formosa, after passing under the sovereignty of Japan over twenty years ago, now produces almost as much sugar as China.

The sugar now exported from China is sent from the interior provinces to Hongkong and Shanghai to be refined, in which form most of it is returned to interior points north or south of provinces where it is produced. It is stated that such shipments vary in quantities from 6,500 to 20,000 short tons per annum, of which about nine-tenths are returned to the interior as refined sugar. The importations of foreign sugar into China have increased rapidly. The northern part of the country imports sugar from Japan while the southern part draws upon the Philippines and Java. Though reliable statistics are difficult to obtain, it has been estimated that the importations of raw sugar into Hongkong amount to 1,000,000 bags early (1 bag equals 100 pounds). Some of this sugar is refined and shipped to the interior of China and some to foreign ports. Twenty years ago China's importations of sugar amounted to but from 65,000 to 105,000 tons, while in recent years they have increased to 325,000 in 1913 approximating 500,000 tons.

Failing to note the rapid development which followed the introduction of the beet sugar industry into Western Europe, the conservative Chinese producers instead of maintaining their place in the foreign market, found their own very largely preempted by foreign sugars of a superior quality. Another cause of the decline in Chinese sugar production was the imposition of an import tax of 5 per cent. on all foreign goods to provide the means for indemnifying the losses the nationals of foreign Governments sustained during the Boxer Rebellion in 1900. When foreign sugars have paid this import tax and the inland transit dues of two and a half per cent. additional, they can be transported to any place in the interior of China without payment of any of the internal taxes and incurring the incidental vexatious delays to which native sugars are subjected in transportation over long distances by rivers or canals to seaports and then by rivers and canals to their final destination in provinces which do not grow sugar cane. In addition to the delays, the local taxation at the frequent likin stations becomes so exorbitant that the Chinese sugar is unable to meet the competition foreign sugars which, after paying the seven and a half per cent. tax on entry into the country, may be shipped to any part of China without being subjected to the likin taxes and the incidental annoyances.

So long as China continues to manufacture an inferior quality of sugar and is handicapped with limited transportation facilities and innumerable interior taxation stations, it will be impossible for the country to attain the position in the world's sugar market which it lost. On the basis of statistics obtainable, which credit China with an annual production of some 350,000 tons of sugar and an importation of 450,000 tons, it appears that but 300,000 tons are consumed annually by 400,000,000 people. Though

(Continued at foot of next column.)

### AN AERIAL SERVICE IN CHINA.

PEKING TO SHANGHAI IN NINE HOURS.

Definite plans have been formulated for the establishment of a regular aerial service between Peking and Shanghai, to come into operation in May or June of the present year.

Mr. David Fraser, in the course of a lengthy contribution on the subject to the *N.C. Daily News*, writes:—

The projected service to Shanghai is so interesting, not to say dramatic, a departure that the details of the plan will be of public interest. The only objection to such a service is that the existence of first-class communication by rail makes it rather superfluous. On the other hand the aviation authorities, as a commencement have chosen the easiest route they could find in order to demonstrate with the least possible delay the feasibility of flying services in general. The fact that the railway is there makes the route easy to follow, and simplifies the position for passengers, mails and the aeroplanes in the event of a forced descent. Owing to the absence of mountains flying is easier along this route than any other perhaps to be found in China. Along it there are already several suitable open spaces for aerodromes, while emergency landing places are easily arranged. Meteorological stations already existing at each end will furnish pilots with valuable information as to weather conditions. And another small advantage is that as the route follows the rails and telegraphs, wireless on the aeroplanes can be dispensed with. All these considerations have led to the selection of the Shanghai route as a beginning, for the main object is to prove that flying is a safe and speedy means of communication. More useful and necessary services will follow after confidence has been established.

#### DETAILS OF THE SCHEME.

The intention is to divide the route into three stages. Tainanfu, 245 miles; Nanking 300; and Shanghai 180, altogether a total of 735 miles. In addition stops will be made at Tientsin and Hsichow for mails and passengers. At all of these places there will be regular aerodromes with accommodation for machines and a small staff of mechanics, etc. Throughout the route there will be eight emergency landing places where pilots can obtain petrol and oil, and telegraph in emergency. The whole journey including stops will take nine hours. It sounds almost too good to be true, but anybody who has seen the monster machines soaring over Peking and realized their scope and power, can feel nothing but confidence that they will do whatever is required of them with certainty and safety.

Thanks to Chang Tse-lin, no Chinese pilots have had sufficient training to fly the large new machines, and for this purpose a staff of foreign pilots have been engaged for a year, and are now en route from America and Europe. The question of expense is interesting. The whole capital expenditure for buildings, purchase of ground for aerodromes, etc., is put at \$135,000. The monthly expenditure for the whole of the special staff to maintain the service, for hire of landing places, for petrol and oil, and all incidental expenses, is calculated to be \$40,000. That provides a daily service both ways between Peking and Shanghai, and the daily employment of 215 aeroplanes, or to be more exact 84 complete flights each way per month. On that basis a full load of mails, passengers and parcels would give a monthly revenue of \$39,000. Naturally it is not expected to earn the full revenue at the start, but the authorities feel confident that the receipts practically from the beginning will be sufficient to cover the expenses.

It should be observed that the intention is not to carry passengers until the service is regularly going and proved safe and reliable. The cost for passengers will be 25 cents per mile or nearly \$200 for the journey to Shanghai. If this rate does not attract passengers it can be reduced. One possible modification of the scheme is to have a bi-weekly instead of a daily service each way, thus reducing the running expenses practically by half. This for the present is a detail. What all China will be entranced to see is the establishment of the service, and to know that the country is seriously and solidly developing the use of this most wonderful of modern inventions, especially valuable in China where communications are deficient and difficult to improve.

Undoubtedly a great many of the inhabitants of China have never used sugar except in very small quantities, this low per capita consumption of four pounds annually is somewhat misleading in view of the fact that many Chinese satisfy their demands for sweets through syrups made from sorghum and other sources, such as honey. By way of comparison, from 65,000 tons to 75,000 tons of Japanese consume 500,000 tons of sugar a year.

Efforts for some time have been made to produce beet sugar on an extensive scale in Manchuria. There are many reasons to explain the lack of success to date, but the main one seems to be that the transitory period between very hot summers and severely cold winters is so short that the favourable long autumn of Western Europe, so essential to successful beet culture and manufacture, is absent. Under such climatic conditions the yields will be low, and the expense of harvesting and manufacturing relatively much greater than they are in Western Europe. Investigations and experiments are now being made in the Shantung district to determine whether or not beet sugar can be profitably raised in that district.—*L.S. Commerce Reports*.



## SUPREME COURT.

[BEFORE HIS HONOUR THE ACTING CHIEF JUSTICE (MR. H. J. GOMPERTZ).]

## NEEDLES IN DISPUTE.

The hearing was resumed yesterday of the suit in which A. F. R. Negro, trading as R. Negro, sued Joe Morais for \$7,500, damages alleged to have been incurred as the result of the failure of the defendant to take delivery of an order of 50 cases of needles. The defendant submitted a counter-claim for damages, amounting to \$8,250.

The plaintiff was represented by Mr. F. C. Jenkin, instructed by Mr. Crew; the defendant by Mr. Eldon Potter instructed by Mr. Hind.

Mr. Jenkin, for the plaintiff, said that his pleading had been for the purpose of showing a sale of specific goods. He denied that he did not open to that effect. He did not use the words "specific goods," but he opened with all the facts in the meaning of the Sale of Specific Goods Ordinance. The only question remaining was whether, having opened and proved, he had pleaded sufficient facts to show that what was being relied on was a showing of a sale of specific goods. The plaintiff had actually seen the 50 cases of goods which he had agreed to accept. This was a sale of specific goods. The fact that the defendant had written a letter directing that they be sold for him showed that they were specific goods and in a deliverable state.

His Lordship said he thought it could be agreed that there was an acceptance when the defendant gave instructions to sell. The difficulty was what he had not gathered from the pleadings that a sale of specific goods was claimed.

Mr. Jenkin said he had opened with the arrival of the cases of goods; that they were the only lot the plaintiff had; that the defendant inspected the lot; and that he accepted the lot. He had also put in the letter instructing the plaintiff to sell the cases, as well as the bill of lading. If these facts had left the question in doubt he could only regret that it had not been appreciated. There had not been the slightest cross-examination on any of the points. Having given all the facts, he submitted, it was not necessary for him to use the words "sale of specific goods." The only question was whether the defence had been taken by surprise.

His Lordship: I must admit I should not have expected to have found such an important point under a paragraph which begins with a waiver.

Mr. Jenkin replied that he had set out why the defence had waived the conditions and gave the reasons for it—that they had accepted the goods and directed the plaintiff to sell. That, he said, coupled with the statement of claim, was sufficient to cover the sale of specific goods.

His Lordship: I think the best I can do is to give you leave to amend.

His Lordship pointed out that it will carry with it permission to Mr. Potter to recall any witness for cross-examination.

The case is proceeding.

## SERIOUS CASE OF OPIUM SMUGGLING.

## WHAT THE LAW PRESUMES.

## SENTENCE POSTPONED.

The master of a junk was charged before Mr. G. N. Orme at the Magistracy, yesterday afternoon, with being in possession, on January 13th, of 4,819 tael of prepared opium and 140 tael of raw opium.

Mr. J. M. Hall, who defended, said the defendant's case was that he was hailed from the shore by a passenger who wanted to be taken to a ship in the harbour. The opium was part of the passenger's baggage. Mr. Hall urged that the charge against the defendant should be dismissed; or, at any rate, that it should be treated as a technical offence.

The Magistrate pointed out that under Ordinance No. 13 of 1918, on which the proceedings were based, the defendant was presumed to know the contents of the packages in his charge.

Mr. Hall: I am not stretching it rather far?

The Magistrate: He is presumed to know the contents unless he can prove otherwise.

Mr. Hall: It is not up to a boatman to examine the goods of every passenger. The passengers would object, and he would get no custom. Mr. Hall added that a client might leave a package in his care; he would not examine it, and might find himself arrested a few minutes later.

The Magistrate: But would you accept a package from a client at 4 a.m. (The transaction in which the defendant was involved took place in the harbour at this hour).

The Magistrate said this was a particularly serious offence, having regard to the large quantity of opium involved. The defendant would be convicted, but the case would be postponed until next day for consideration of the nature of the sentence, whether imprisonment or banishment.

## INFRINGING A TRADEMARK. CHINESE FIRM SUMMONED.

The Chinese firm of Shi Cheong, of 10, Mercer Street, was before Mr. Orme at the Magistracy, yesterday, for having in their possession carbolic soap which infringed the trade mark of Messrs. Colvert & Co., Ltd., soap manufacturers of Manchester and Bradford, England. Mr. M. J. D. Stephens, solicitor, said he represented the complainants under a special power of attorney to take proceedings in an infringement of their trade mark. Since the proceedings were begun he had obtained the usual order to enter the premises and the police had seized ten cases of medicated soap bearing the infringed marks. The defendants were served with a summons and a member of the firm waited upon him and admitted the infringement, giving the name of a firm in Japan from whom he bought the soap. He pleaded that he had been unaware that the goods were an infringement. The firm had agreed to sign an undertaking and to pay the complainants' costs. Mr. Stephens said he proposed that the defendants should sign the undertaking in the presence of the Magistrate, and that the document should then be filed in Court.

The Magistrate: I do not think it is a matter for the Court to fix the agreement. I will take it from the defendants, if you like, that they are willing to give the undertaking.

Mr. Stephens: I propose, if you will allow me, to file the document in Court.

The Magistrate: Yes, you can do that. I will enter the summons as withdrawn on the undertaking of the defendant.

The defendant asked that the soap might be returned to them on condition that they erased the trade marks.

Mr. Stephens objected to that as the marks would not be easily obliterated. He would agree if the soap were melted down, otherwise he would be condoning the offence in letting the defendants have the soap back. He considered he had been very lenient in settling the case out of Court; he might have claimed damages, but the firm had come forward voluntarily so he did not press for damages.

The soap was ordered to be forfeited on the understanding that the order might be waived if a method of disposal were found which the complainants considered satisfactory.

## PILFERAGE OF CARGO AT HOLT'S WHARF.

## MAXIMUM PENALTY IMPOSED.

At the Magistracy yesterday another case in which theft of cargo from Holt's Wharf was alleged was heard by Mr. G. N. Orme.

Two Chinese were charged with stealing 60 yards of white cotton material, part of the cargo of the s.s. *Mentor*, from the No. 1 hold of the ship.

The first accused pleaded "not guilty," and the second one, "guilty." Inspector Spurr, who was in charge of the case, on behalf of the Water Police, said he was prepared to accept that plea, and asked for permission to withdraw the charge against the first defendant.

Proceeding against the second accused, Inspector Spurr said that on the previous evening, while the *Mentor* was discharging cargo at Holt's Wharf, the watchman on duty saw a number of coolies in the No. 1 hold of the vessel acting in a suspicious manner. He went down to investigate and saw the men bending over a case of cargo which had been broken open. When the men saw him, they dispersed, but he managed to seize the accused and the other man. When the present defendant was searched, the cloth was found to be wound about his legs and body. There was no doubt, added the Inspector, that the accused was a member of a large gang of cargo thieves who operated on ocean going vessels.

Mr. G. N. Orme, who watched the case on behalf of Holt's Wharf, remarked that cargo broaching was very prevalent at present. He had been instructed to ask the Magistrate to take a serious view of this case and inflict as heavy a penalty as possible.

The Magistrate sentenced the accused to six months' imprisonment with hard labour and 4 hours' stocks in lieu of the last day of the sentence.

## MADAME LOTTIE GORDON'S CHARITY CONCERT.

It is stated that the demand for seats for Madame Lottie Gordon's Grand Charity Concert next Saturday, at the Theatre Royal, has been unprecedented. The booking opened yesterday at Montreux and promises well for the success of the concert. In addition to the many attractive items in the name of Miss Vera Miron, the distinguished art dancer, who will be accompanied at the piano by Mr. Leo Podolsky, the brilliant pianist, now also figures on the programme. Both these artists have very kindly consented to aid the charitable objects of the concert.

## THE FAMINE IN NORTH CHINA.

## A FURTHER OFFICIAL APPEAL TO HONGKONG.

The following telegram has been received by H.E. the Governor from His Majesty's Minister at Peking:

"Warmest thanks for Government grants for famine relief. Millions are facing death from starvation. Available funds are totally inadequate and position now desperate. Money urgently required. Government earnestly begged to make appeal to people and open subscription lists in newspapers and elsewhere. Ten dollars saves a life. Expenditure under closest supervision. Kindly wire remittances periodically for famine relief to the Treasurer, British Legation, Peking."

The Colonial Treasurer will be pleased to remit to His Majesty's Minister by telegraph any contributions sent to him.

## FIRE AT MESSRS. BAILEY &amp; CO'S SHIPYARD.

## WORK PROCEEDING AS USUAL.

Messrs. W. S. Bailey & Co.'s shipyard does not appear to have suffered from the recent fire to anything like the extent appearances suggested to those unfamiliar with the yard. None of the plant, machinery and main workshops were damaged by the fire, and the biggest handicap the firm has suffered is the loss of the offices and pattern shop with all plans, documents and patterns. A new stone building has been acquired for use as offices and is already equipped with new office furniture. The firm, we understand, has a great deal of work on hand, and eight steel and seven wooden vessels are at present under construction in the yards on which work is proceeding as usual. The hulls reported burnt were those of two small motor-craft, one of them having but little more than the keel laid. The firm's full staff is at work; an army of coolies is engaged in clearing away the debris, and it is probable that all trace of the damage done will disappear in a few days.

Inquiries by the police and the management have so far failed to establish how the fire originated.

## CHINESE CHRISTIAN'S FORGIVING SPIRIT.

## YOUNG GAMBLER IN TROUBLE.

A Chinese convert to Christianity was the complainant in a charge of theft filed with Mr. R. E. Linsell at the Magistracy, yesterday. Although a lad whom he befriended had robbed him, the man showed commendable spirit, declaring that as a Christian he was ready to forgive.

The lad, who was 16 years of age, admitted the theft of a quantity of clothing and some money, valued together at \$44, from the second floor of a house in Gough Street.

Inspector Purden, who prosecuted, said that the accused lived on the same floor as the complainant. Early yesterday morning he slipped into the complainant's cubicle and stole the property. When the complainant discovered his loss, he informed the police. Detectives arrested the accused, who confessed his guilt and said that he had pawned all the clothing, while he had lost the money and a gold ring in gambling.

The complainant intimated that he did not wish to press the charge, making the remarks indicated above.

The Magistrate (to the boy): How can you face your friend after doing such a thing? Are you not ashamed of yourself? The boy made no reply. He seemed throughout the hearing to be quite unconcerned.

Inspector Purden said the accused had no parents here. He was in the charge of his brother-in-law who was present in Court. This man told the Magistrate that the boy was absolutely out of control.

The Magistrate said the boy he should be grateful to the complainant for pressing the charge or he would have had to go to jail. He would be given a chance of changing his mode of life. On condition that two sureties for his good behaviour were forthcoming the defendant would be discharged.

## THE ARMY IN INDIA.

## INDIAN ASSOCIATION'S MESSAGE TO THE VICEROY.

The Indian Association recently sent the following telegraphic message to the Secretary of State for India and to the Viceroy: The Indian Association, emphatically protests against the recommendations of the Esher Committee. Its composition and procedure were reactionary and disappointing. Association urges that no action be taken until the Indian Legislature has expressed opinion and until the Indian public have been consulted on the recommendations and the additional costs. The Association protests strongly against interference with Indian interests, adding that India will furnish necessary military power from civil control, the creation of four separate commands and districts and officers. The Association urges the army for maintaining internal security, appointment of a civil member of defence in the Viceroy's Council, non-employment of Indian troops outside India, free admission of Indians of all provinces to all arms, to grant the King's commission to 50 per cent. adequate facilities for military training of Indians, and abolition of all invidious racial distinctions.

## SPORT.

## FOOTBALL.

HONGKONG LEAGUE: DIVISION II.

R.G.A. RES. 13, PUNJABIS. 1.

The R.G.A. Reserves-Punjabis match postponed from Saturday last was played yesterday, at Happy Valley, when the R.G.A. won by 13 goals to 1.

In the first-half Kent (3), Vcale (3), and Green (1) were the scorers for the R.G.A., who led at half-time by six goals to nil. In the second-half the R.G.A. added to their score through Kent (3), Green (3), and Banley (1), and just on time the Punjabis replied once.

UNITED SERVICES LEAGUE.

H.M.S. "HAWKINS," 3, H.M.S.

"TAMAR," 2.

This match which practically decides the winners of the League ended in a win for the *Hawkins* by 3 goals to 2. The *Hawkins* started the game and, after the ball had been kicked out of the nullah a couple of times, Webb opened the scoring for them after a minutes' play. The play was very fast and even and good work was done by the defence on both sides. Routley, receiving from the left, best Jones with a cross-shot and brought the scores level. No further scoring took place before half time and the teams crossed over level.

On resuming, the *Hawkins* set up a determined attack on the *Tamar's* goal and should have scored early in the second half. It was left to the *Tamar* to take the lead, for Adams sent in a fast shot that Jones pushed out and as one of the *Tamar* forwards ran up, the ball struck him in the face and rebounded into the net. From the centre kick, the *Hawkins* again took up the attack, and the play was on the rough side.

A free kick against the *Tamar*, almost on the penalty line, was taken by Wilkins, who sent into the net out of the reach of the *Hawkins* defence. The play thereafter was very rough and general times, play was stopped through injuries. The *Hawkins* pressed and Mitch saved well. Webb, receiving a pass from Wilkins, sent over a well-timed centre and Russell, running at top speed, sent in a hot shot which Mitch did not see. The *Hawkins* thus gained the lead. The *Tamar* tried hard to level things up, but the *Hawkins* defence, playing the one-back game, kept them out.

Mr. Jones controlled the game.

HONGKONG RIFLE LEAGUE.

H.M.S. "CURLEW," v. H.M.S.

"TAMAR."

A match between H.M.S. *Curlew* and H.M.S. *Tamar* was fired at Taihang Range on the 19th inst., and resulted in a win for H.M.S. *Tamar*. The scores were as follows:—

Name	200.	500.	600.	Total.
Mr. Dea	37	45	35	117
Mr. Morgan	43	39	34	116
Mr. Spencer	37	36	37	110
Mr. Morgan	39	35	32	107
Mr. Cox	31	33	31	95
Mr. Newsham	40	25	30	95
Mr. Carpenter	37	21	23	81
Mr. Telford	30	21	27	78
Total	759			

H.M.S. "AMBROSE," v. H.M.S.

"TAMAR."

This match was fired at Taihang Range on the 19th inst., and resulted in a win for H.M.S. *Tamar*. The scores were as follows:—

Name	200.	500.	600.	Total.
Mr. Clemon	37	43	40	120
Mr. Snell	37	42	36	115
Mr. Brazendale	35	35	35	111
Mr. Ravenscroft	39	38	33	110
Mr. Way	35	38	36	109
Mr. Allen	38	40	31	109
Mr. Blandon	30	33	34	97
Mr. Deacon	29	31	21	81
Total	858			

H.M.S. "TAMAR," v. WILTS.

This match was fired for December

28th, at Taihang Range, but the Wilts. did not turn up. H.M.S. *Tamar*, therefore, claimed the points. The scores were as follows:—

Name	200.	500.	600.	Total.
Mr. Clemon	41	44	24	109
Mr. Allen	39	38	24	101
Mr. Way	44	35	25	104
Mr. Legg	37	24	25	100
Mr. Ravenscroft	23	41	26	90
Mr. Deacon	39	26	24	89
Mr. Blandon	23	24	22	69
Mr. Huskinson	22	21	23	66
Total	701			

## LANE, CRAWFORD &amp; CO.

ESTABLISHED 1850.

TELEPHONE 1741.

SILVER-WARE

ELECTRO-PLATE

## HARDWARE DEPARTMENT

OUR STOCKS  
"EVERYTHING FOR THE HOUSE"  
OF THE BEST QUALITY.

## BRUSHWARE:—

CARPET SWEEPERS, BROOMS & BRUSHES, STOVE, PLATE, FURNITURE & HEARTH BRUSHES, OILBAR MOPS & POLISH, Etc., Etc.

## COOKING UTENSILS:—

SAUCEPANS, FRYPANS, KETTLES

ROAST PANS, COFFEE MILLS

CAKE &amp; BREAD MAKERS

MIXERS, DISH COVERS, FISH

KETTLES, VACUUM FREEZERS

FILTERS, HEARTH SUITES

COAL VASES, FIRE BRASSES

TABLE &amp; HANGING LAMPS



## CUTLERY &amp; TABLEWARE

OF BEST  
BRITISH AND AMERICAN MANUFACTURE

Lane, Crawford & Co.

## DOBBIE MCINNES, LTD.

## NAUTICAL INSTRUMENTS.

COMPASSES, SOUNDING MACHINES,  
AZIMUTH MIRRORS, DEPTHOMETERS,  
CHRONOMETERS, GAUGES (STEAM PRESSURE & VACUUM),  
SEXTANTS, BAROMETERS & BAROGRAPHS,  
TELESCOPES, CLOCKS, ETC.

SOLE AGENTS:

LANE, CRAWFORD & CO.

Tel. 1741.

HONGKONG.

[97]

## PIANOS

## "BABY" GRAND &amp; UPRIGHT

By  
CHICKERING,  
BROADWOOD,  
COLLARD & COLLARD,  
ALLISON &  
HAMILTON.  
THE BEST THE WORLD CAN PRODUCE.

The Anderson Music Co., Ltd.

## Powell Ltd

TELEPHONE 3146.

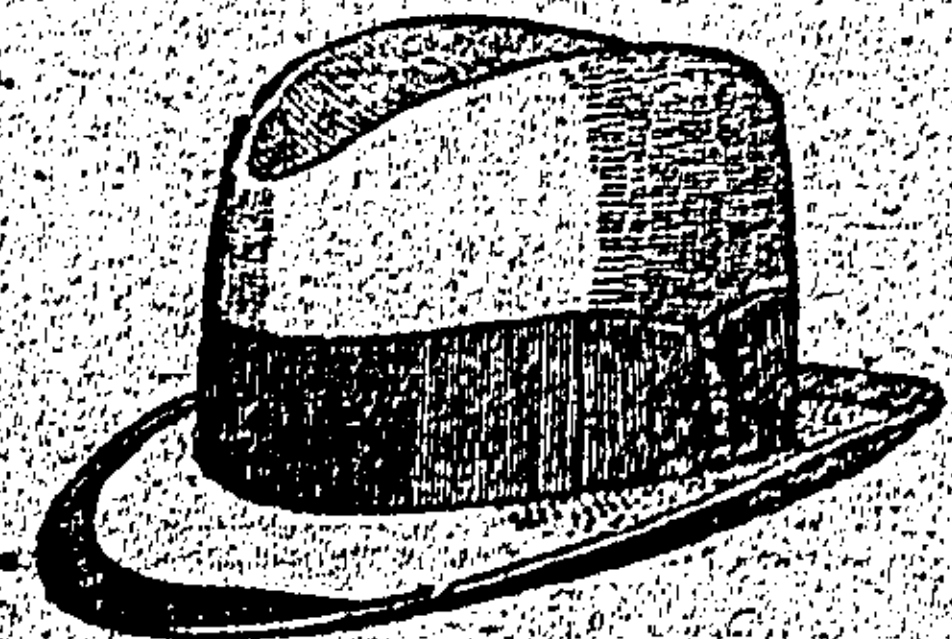
JUST RECEIVED!  
LATEST STYLES  
IN  
SOFT FELT  
AND  
STRAW HATS.

MADE BY  
GLYN & CO.,

SINGLE AND DOUBLE TERRAIN

SOFT FELT AND THE  
POPULAR VELOURS

IN ALL THE  
NEWEST MATERIALS.



[37]



## NEW ADVERTISEMENTS

## HONGKONG BENEVOLENT SOCIETY.

**THE ANNUAL GENERAL MEETING** of the Hongkong Benevolent Society will be held in the City Hall on WEDNESDAY, JANUARY 26th, at Noon.

K. E. A. CAVALIER,  
Hon. Secretary.

Hongkong, January 18th, 1921. [282]

## THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

**NOTICE IS HEREBY GIVEN** that the THIRTY-SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on FRIDAY, FEBRUARY 4th, 1921, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending December 31st, 1920.

The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, January 26th to FRIDAY, January 28th, both days inclusive, during which period no transfer of Shares can be registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary to the  
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,  
General Agents for  
The Kowloon Land and Building Co., Ltd.  
Hongkong, January 19th, 1921. [263]

## WISEMAN, LTD.

**IN** Consequence of the Dancing Room being booked, the usual **TEA DANCE** will not be held on TUESDAY, January 25th.

WISEMAN, LTD. [264]

## ST. STEPHEN'S GIRLS' COLLEGE BUILDING FUND.

**THE** following Subscriptions to the above Fund have been duly received with thanks:

Per Sir Robert Ho Tung: \$2,500.00  
Mr. Tong Lai Chun: 250.00  
Mr. Chan Wan Shun (with 1st sub): 800.00  
\$100 total \$1,000.00  
Mr. Yung Tse Ming: 1,000.00

Amount acknowledged: \$5,750.00  
Total \$40,150.50

The following Subscriptions to the above Fund have been promised:

Per Sir Robert Ho Tung: \$2,500.00  
Mr. Kan Chin Nam: 250.00  
Per Mr. Ho Wing: 2,500.00  
Mr. Lee Hy Son: 500.00  
Mr. Chan Pui Chan: 1,000.00  
Mr. Mok Min: 1,000.00  
Mr. Li Yau Chun: 1,000.00  
Per Mr. Ho Kwong: 1,000.00  
Per Mr. Li Wing Kwong: 1,000.00  
Per Mr. S. W. Tse: 200.00  
Mr. Chan Kwong Yue: 200.00  
Mr. Ng Hon Tsai: 200.00

KWOK SUI LAU,  
Hon. Treasurer. [266]

## NOTICE TO CONSIGNEES.

The Steamship "MASANIELLO"

FROM GENOA, NAPLES, BOMBAY, RANGOON, PENANG & SINGAPORE.

**CONSIGNEES** of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence, and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded via notice to the contrary be given before Jan. 19th.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Jan. 25th, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before Feb. 4th, or they will not be recognized.

All broken, chafed, and damaged Goods are to be taken in the Godowns, where they will be examined on Jan. 25th, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, January 19th, 1921. [265]

## VICTORIA RECREATION CLUB.

## OPEN BILLIARD CHAMPIONSHIP OF THE COLONY.

**ENTRIES** for the above Championship close on January 26th. Apply to the Hon. Secretary. Entrance fee, \$2. Competitors are also requested to attend at the Club on January 28th.

R. O. WITCHELL,  
Hon. Secretary.

Hongkong, January 19th. [260]

## THEATRE ROYAL

MONDAY, JANUARY 24th, 1921.  
For a short season only.

## REYNOLDS DENNISTON, LTD.

presents  
**THE DENNISTON PLAYERS**

in a new repertoire of Plays and Farces.

Monday, Jan. 24th—  
The laugh play of the Century  
"GEE WALKED IN HER SLEEP"

Tuesday, Jan. 25th—  
The Greatest Play of the decade  
"EYES OF YOUTH"

Wednesday, Jan. 26th—  
A scream from the riser to the fall of the curtain  
"NIGHTIE NIGHT"

Prices: \$4, \$3 & \$2. Performance 9.15 pm. Sharp. BOOKING AT MOUTRIE'S. [258]

## INTIMATIONS

**MISS VERA MIROVA**, the distinguished Art Danseuse, at Madame Lottie, Gordon's Charity Concert, at Theatre Royal, on Saturday night. [248]

## NOTICE

**ALL** Interest and Responsibility of Mr. WILLIAM WILSON in our Firm ceased by his death as from the 31st December, 1920.

TAIT & CO.  
Amoy & Formosa.

## NOTICE

**MR. FRANCIS CAIRD HOGG** is authorized to Sign our Firm's name from 1st January, 1921.

TAIT & CO.  
Amoy & Formosa.

## NOTICE

**ALL** CREDITORS and others having any claims on the Estate of WILLIAM WILSON, late of Messrs. TAIT & Co., Amoy & Formosa, who died on the 7th January, 1921, are required to forward particulars thereof to the undersigned Executor before the 30th April, 1921.

FRED B. MARSHALL,  
c/o Messrs. TAIT & Co.,  
Amoy.

## NOTICE

**THIS** is to inform the General Public that I, the undersigned, have not given any authority to any person or persons to Sign my Firm's Name of JOSEPH BROS. or my own Private Name.

EDWARD MENASHAH JOSEPH.  
Hongkong, January 10th, 1921. [203]

## NOTICE

**I** beg to inform my numerous patrons that I have this Day Opened a Branch of my HAIR DRESSING SALOON at No. 16, Lee House Street. My present Saloon at the Old Post Office Building will continue as heretofore.

K. KUSANO,  
Barber.

Hongkong, January 10th, 1921. [199]

## HONGKONG ST. ANDREW'S SOCIETY

**THE ANNUAL ROBERT BURNS ANNIVERSARY DINNER** will be held at the Hongkong Hotel on TUESDAY, JANUARY 25th, at 8 o'clock, P.M.

Members desiring to attend are requested to communicate with the undersigned.

Cost of Dinner will be \$3.00 per head exclusive of wines.

T. W. HILL,  
Hon. Secretary,  
HONGKONG ST. ANDREW'S SOCIETY.  
Hongkong, January 17th, 1921. [245]

## ST. ANDREW'S CHURCH MEN'S ASSOCIATION.

## MARATHON RACE.

**TO** be held under the auspices of the above Association on THURSDAY, FEBRUARY 10th, at 4 P.M.

To be run in Kowloon, distance about 7 miles (Route to be announced later).

**SILVER TROPHIES**—1st, 2nd, and 3rd. Open to all Europeans of the Colony.

Entrants to be nominated by a Member of the Association. All applications for entry to be sent to the undersigned.

D. J. PURVES,  
Secretary, Sports Committee,  
c/o JARVIS, MATTHEW & Co., Ltd.

Hongkong, January 17th, 1921. [241]

## BILLIARDS.

## HO KUM TONG CUPS.

at

## PALACE HOTEL, KOWLOON.

**INTENDING** Competitors for the above CUPS are reminded that Entries Close TODAY, the 20th. Handicapping and drawing takes place at 6 P.M. All Fees must be paid by that time or names will be ruled out. There are now 53 Entries and all Entrance Fees will be given to Local Charities.

## NOTICE

**FROM** December 1st, 1920, we have taken over the EXILE GARAGE and HONGKONG MOTOR COMPANY and are not responsible for any debts incurred previous to that date.

UNITED MOTOR CO., LTD. [170]

## THE UNITED MOTOR CO., LTD.

33 and 35 Des Voeux Road.

Operating

EXILE GARAGE Phone 1036

Cars for Hire and Accessories for Sale

HONGKONG MOTOR CO.

141, Praya East, Wanchai.

Workshop and cars garaged at reasonable rates

Sole Agents for

FIRESTONE TYRES

32 x 34 Firestone fabric tyres \$50 each.

Batteries charged at \$1.50 each.

We can give you a service second to none.

[171]

## INTIMATIONS

## THE WEST POINT BUILDING COMPANY, LIMITED.

**NOTICE IS HEREBY GIVEN** that the THIRTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARVIS, MATTHEW & Co., Ltd., on FRIDAY, JANUARY 28th, 1921, at 11.30 A.M. for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending December 31st, 1920.

The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, January 19th to FRIDAY, January 23rd, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary to the General Agents,  
Hongkong, January 19th, 1921. [219]

## THE HONGKONG CENTRAL ESTATE, LIMITED.

**NOTICE IS HEREBY GIVEN** that the SEVENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARVIS, MATTHEW & Co., Ltd., on FRIDAY, JANUARY 28th, 1921, at 11.45 A.M. for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending December 31st, 1920.

The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, January 19th to FRIDAY, January 23rd, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary to the General Managers,  
Hongkong, January 19th, 1921. [220]

## THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

**NOTICE IS HEREBY GIVEN** that the TWENTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARVIS, MATTHEW & Co., Ltd., on FRIDAY, JANUARY 28th, 1921, at 11.50 A.M. for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending December 31st, 1920.

The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, January 19th to FRIDAY, January 23rd, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary to the General Managers,  
Hongkong, January 19th, 1921. [221]

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

**NOTICE IS HEREBY GIVEN** that the THIRTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARVIS, MATTHEW & Co., Ltd., on FRIDAY, JANUARY 28th, 1921, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending December 31st, 1920.

The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, January 19th to FRIDAY, January 23rd, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary to the General Managers,  
Hongkong, January 19th, 1921. [222]

## THE HONGKONG, CANTON &amp; MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

**THE ONE HUNDRED AND FIRST ORDINARY MEETING** of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on MONDAY, FEBRUARY 7th, 1921, at 11 A.M. for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from January 25th to February 7th, 1921, both days inclusive.

By Order of the Board of Directors,  
JOHN ARNOLD,  
Secretary.

Hongkong, January 18th, 1921. [252]

## WAR MEMORIAL

## SUBSCRIPTION LIST.

**FOR** the erection by Public Subscription of a building to be run on Y.M.C.A. lines to be called the WAR MEMORIAL INSTITUTE and to be managed for the joint use of the Navy, the Army and Civilian by a Joint Board of Directors. A portion of the sum raised will be devoted to the erection of a Permanent Stone Memorial which will be put in hand at an early date.

Lists may be found at—  
Messrs. Lane & Crawford.  
Kell & Walsh.  
Messrs. J. H. & W. J. Powell Ltd.  
The Hongkong Club.  
Hongkong Cricket Club.  
Club Lusitano.  
Club Luso-Brazil.  
Engineers' Institute.  
Victoria Recreation Club.  
Kowloon Cricket Club.  
Kowloon Bowling Club.  
Pest Club.  
Club de Reunion.  
Orangewood Club.

M. J. BRENN,  
Hon. Secretary,  
War Memorial Committee.  
Hongkong, December 15th, 1920. [129]

## INTIMATION

## WHISKIES OF

## DISTINCTION

## WATSON'S

**E**

A blend of the finest Whiskies

distilled in Scotland—

mild and mellow.

OLD VAT No. 4.

A fine mellow Scotch Whisky.

## GILBEY'S

## SPEY ROYAL

A fine old liqueur Scotch

Whisky.

SOLE IMPORTERS:

## A. S. WATSON &amp;

## CO., LTD.

ESTABLISHED 1841. Phone 611.

111

BIRTHS.

HURNE—At Shanghai, January 12th, to Mr. and Mrs. W. H. HURNE, a son.

ROBERTSON—At Shanghai, January 12th, to Mr. and Mrs. W. M. ROBERTSON, a son.

MARRIAGE.

DE LA RUE—At Shanghai, January 14th, MRS. DE LA RUE (of Germany) to FREDERICK CHARLES LUCAS.

DEATH.

KIRK—At Shanghai, January 14th, HANNAH, widow of the late JAMES KIRK, in her 78th year.

HONGKONG OFFICE: 104, DES VOEUX RD. C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 20th, 1921.

## THE THREATENED SEIZURE OF THE CANTON CUSTOMS.

**THE** Notification which has been given by the Military Government at Canton that from the 1st of February it intends to control the Customs Service in the provinces over which it claims to exercise jurisdiction (in order to make sure of its share of the surplus revenue), creates an interesting situation. An important paragraph in the explanatory statement which has been officially issued says: "As the Customs revenue has been hypothecated at different times for the service of various foreign obligations it is not intended that the interests of the creditors should be in any way jeopardised. The revenue from the South-Western provinces will bear a proportionate share of the burden which will form, as hitherto, a first charge." We suppose that so long as the interests of the foreign bondholder are not made to suffer there will be no immediate call for active intervention by the Foreign Powers, though doubtless some warning will be given to the recognised Government at Peking, because disputes are quite likely to arise over allocations which must be made for the general administration of the service. Until such difficulties do arise the Peking Government must be left to deal with the notice given by the Military Government in Canton. For the present it is sufficient to note that though the Military Government at Canton claims to exercise in the South-Western

provinces "absolute and exclusive control," *de jure* and *de facto*, the Notification itself shows that, as a matter of fact, the Military Government is not exercising absolute control yet, and as to the *de jure* claim, not a single Power recognises the jurisdiction of the Military Government at Canton. In their view the seizure of the Customs can only be regarded as an act of outlawry. On the other hand the Government at Peking has not yet shown that it is able to enforce its decrees in Canton. Nor has it been shown that the Government at Peking has in its service either a military or a naval force which can be relied upon to deal effectively with a situation such as that which the action of the Military Government at Canton creates. The policy of Peking towards the Military Government at Canton has been governed by a belief that if the incorrigibles are given enough rope they will in time hang themselves. A development such as the seizure of the Customs must have been expected at Peking, and it will be interesting to see what trump card Peking intends to play. Suppose, when the inevitable quarrel arises between Peking and Canton over the allocation of the revenue, the Peking Government were to invite the Foreign Powers to assume control of the whole Maritime Customs Service of China? Has the Military Government, we wonder, overlooked that possibility?

## PERSIA AND INDIA.

It is not easy to reconcile with the "precarious" position in Persia the decision of the Government in India to demobilise about a dozen Indian cavalry regiments and over thirty Indian infantry regiments. The Persians, we are told, have failed to ratify the Anglo-Persian Agreement, "which would have enabled them to straighten out their affairs," and they are contemplating as the best alternative an agreement with Soviet Russia, that which will practically hand over Persia to the Soviet, which will have a right under the Agreement to invade Persia whenever it thinks or is pleased to regard the country as threatened. Lord Curzon, in a dispatch he sent to Russia a little while ago, described the Bolshevik activities in Central Asia as "a veritable tornado of propaganda, intrigue and conspiracy against British interests and the British power in Asia." British troops went into Persia to arrest a Turkish advance, and doubtless also to warn off Bolshevik activities. Between the two things Persia was bordering on a state of anarchy. It was never contemplated to keep British troops in Persia for any considerable period, and Mr. LEON GEORGE publicly stated some time ago that it was part of the definite policy of the British Government to withdraw the British forces as soon as it appeared that Persia had been saved from complete anarchy. "We told Persia," he said, "that we could not stay, and that the Persian Government must make arrangements by the Spring to take care of itself." Hence, the statement in the cable published yesterday that the evacuation of British troops from North Persia will begin in the near future, is not a step taken under pressure of any Bolshevik development there at the present time, but in accordance with a decision formed long ago. There is, however, this qualifying statement in the cable: "There cannot be any question of allowing Bolshevik interference with South Persia, owing to its proximity to British territory." That seems to suggest that the British withdrawal, owing to Persia coquetting with Soviet Russia, is not likely to be as complete as was originally intended. What the telegram from India emphasises is that war is an expensive business, and in these times of world-wide economic depression, the maintenance of large military forces, involves in "insurance premium" which nations find extremely burdensome. This applies to Russia no less than to India, and every other country. Financial conditions everywhere must compel nations to consider the practicability of large demobilisations, and to strive to ensure peace by some means less costly and more in accord with our vaunted Civilisation. We have heard a good deal of late about internal unrest in India, but we can surely regard this decision of the Indian Government to demobilise the Army in the country to the extent indicated in the cable as the best possible assurance that the country, in the opinion of the Government, has nothing much to fear in the immediate future either from internal unrest or from foreign aggression.

Admiral C. B. Morgan, of the United States Navy, arrived in the Colony yesterday on the s.s. *Peninsular*.

The return for the 24 hours ended January 18th, yesterday, showed one case (enteric) of a notifiable disease in the Colony.

The passengers from Shanghai for Hongkong by the *André Lebon* included: M. R. Réau, French Consul-General, and Mme and the Mmes Réau; M. P. Kremer, French Consul, and Mme Kremer; Messrs. G. F. Potts, J. F. Brooks and R. Macgregor.

At a recent meeting of the Diocesan School Old Boys' Association a temporary Committee, with power to co-opt, was appointed to draw up rules and regulations and to discuss arrangements for the year. This Committee will report to a meeting of the Association to be held on February 1st.

According to telegraphic information from the Head Office of the Banque Industrielle de Chine at Paris, the Directors have declared an interim dividend of Fr. 30 on the half paid up shares of the Bank. This interim dividend is payable to shareholders on and after February 1st and represents 8 per cent. on the capital paid up.

It is reported from Port Arthur that the wife of a Russian officer, who was formerly a member of the Ataman Simonov's staff, committed suicide at the Yamato Hotel. The unfortunate lady shot herself, using a revolver belonging to her husband which is said to have been one with which the officer's first wife committed suicide. She had been staying at the hotel about a month.

In reference to the announcement that H.M.S. *Kinkaid* is for sale a correspondent in a Shanghai contemporary writes: "It would be interesting to know if it is true that within the last two years a sum running into five figures of taels has been spent on refitting the upper deck. This may not concern us out here and we are not entitled to ask the question, but it might perhaps with advantage be asked in the House of Commons."

Mr. W. B. Noble, whose death was announced in our issue of yesterday, had been in the service of the China & Japan Telegraph Company since 1918. Previously he was on the staff of the University. His death resulted from complications following typhoid fever. Mr. Noble, who was only 31 years of age, had a number of friends in the Colony to whom the news of his death came as a grievous shock, and the deepest sympathy is expressed for the widow and child who went home on a visit last Spring.

As showing the position taken by the Japanese at Vladivostok the following is interesting:—The chief of the Japanese gendarmes has notified the authorities that, in view of the fact that the Russians are trying to transport silver and gold without the former's knowledge, it will in future be necessary to secure a permit from the gendarmes, giving full particulars as to quantity, destination and the reason why the transportation of the valuables is required, together with an authorization from the Russian authorities.

A trial has just taken place at Sen San in North Korea of a number of Japanese who are charged with complicity in the alleged plot to bomb the U.S. Congressional party when it passed through Korea some months ago. Several of the men tried were Christian converts, one a pastor and evangelist, of one of the local Churches, a man who for many years has held an unblemished reputation. Several of the accused were convicted by the Court. One man, said to be of weak intellect, was sentenced to death. The Procurator asked for a sentence of 15 years penal servitude on the pastor. All the cases will be carried to the Court of Appeal.

The M.M. *André Lebon*, which left yesterday for Marseilles, had amongst her passengers booked for Marseilles Count L. Federaki, manager of the Russo-Asiatic Bank in Shanghai; Mr. J. Rindre, manager of the Russo-Asiatic Bank in Peking; Mr. E. H. Cole, manager of the Shanghai Mutual Telephone Co.; M. L. Lafont, manager of the French Tramway, Shanghai; Mr. X. Dard, of the Russo-Asiatic Bank, and Mrs. and Miss Dard; Prince N. A. Koudacheff, formerly Russian Minister in Peking and his sister, Princess K. A. Koudacheff; Mr. J. O'Neill, manager of the Credit Foncier, and Mrs. O'Neill; Dr. E. Tartois, of the French Municipal Council; and H. E. Tchong, Sou-ong, Chinese Minister for Sweden and Norway, and suite.

A barrier at the Old Bailey: Would you not have "got the wind up" in the circumstances—Mr. Justice Darling: What malady did you say?



## CABLES.

## LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

## WAGES REDUCTION MOVEMENT.

## FURNACE IRON WORKERS ACCEPT NEW SCALE.

London, January 19th.

The workers in several small industries have recently accepted reductions in wages or relinquished the increases to which they were entitled under agreement in order to enable business to be carried on. For example, the hematite miners in Furness have agreed to work on wages based on the current selling prices, instead of the higher prices ruling in November and December. It is hoped that this will enable some mines to re-open.

It is expected that this question will be discussed at the forthcoming conference of iron and steel employers and workmen. In view of the collapse of the iron and steel market the occupations in which wages are governed by sliding scales will be automatically affected.

The Board of Trade figures are showing a continued reduction in the cost of living.

## COST OF LIVING IN UNITED STATES.

London, January 19th.

The Times' New York correspondent says that with two million unemployed the American industry is re-starting work this week on a reduced wage scale. The most notable reduction is 23 per cent. in the textile industries. The public is already being benefited by the reduced prices of clothing, boots and bread.

## PENNSYLVANIA RAILROAD'S ULTIMATUM.

New York, January 19th.

A message from Pittsburgh says that the Pennsylvania Railroad proposes, unless employees agree to cease work one day every week, to reduce the staff 20 per cent.

## REPARATIONS PROBLEM.

## GERMAN DELEGATE ARRIVES IN PARIS.

Paris, January 19th.

In connection with the arrival in Paris of Herr Bergmann, the German delegate to the Reparations Commission, who is negotiating with the Allied representatives and apparently endeavouring to create differences of opinion between the Allies, it is authoritatively pointed out that this is the Germans' last opportunity of submitting their own reparations proposals to the Allies. The Allies' demands are in no way unreasonable. Already, great concessions have been made, and unless something is done now, a settlement may be reached over the head of the Germans.

## NEW FRENCH MINISTRY.

## OF PHYSICAL EDUCATION AND SPORT.

Paris, January 19th.

The Briand Cabinet includes a new Minister of Physical Education and sport. The ex-footballer, Vidal, President of the Sports Union of France, has been appointed to be the new Minister.

## THIRD TEST MATCH.

## ENGLAND'S SECOND INNINGS.

Adelaide, January 19th.

Australia made 583 runs in the second innings, Kellaway contributing 147, Bell 105 and Gregory 78. Unfinished. England has made 63 for the loss of one wicket, Hobbs having 50. Unfinished to his credit.

## DEMPESEY-CARPENTIER MATCH.

## AGAIN DEFINITELY OFF.

London, January 19th.

The New York correspondent of the Times says that the Dempsey-Carpentier match is definitely off, owing to the principals failing to deposit the forfeits.

## EARLIER CABLES.

## GERMANY'S FORTRESSES AND NAVAL HARBOURS.

## PROTEST TO THE ALLIED PREMIERS.

Berlin, January 19th.

A semi-official message says that the Government has protested to the Allied Premiers against the action of the Council of Ambassadors in upholding the Control Commission's refusal to consent to Germany's retention of the majority of her fortresses and naval harbours which, it is contended, Germany is entitled to by the Peace Treaty to retain.

## GREEK OPERATIONS IN ASIA MINOR.

## TURKS CELEBRATING A "VICTORY".

Constantinople, January 19th.

There is no confirmation of the Nationalist claims to have defeated the Greeks on the Broussa front, which are probably based on the Greek withdrawal from their original lines in accordance with a plan previously notified to the Allies, but Stambul and Angora are both celebrating the "victory."

Greek Government circles state that a definite decision with regard to the proposed visit of King Constantine to Anatolia can only be taken when the Allies recognise the King.

## ARMENIAN ULTIMATUM.

London, January 19th.

Reuter learns that the Soviet Government of Armenia, supported by the Moscow Government, has sent an ultimatum to the Turks, who have already evacuated Alexandropol, demanding the immediate evacuation of Karz and the withdrawal of all Turkish troops to the frontiers of 1914; also immediate reparation for the pillage and atrocities committed during the occupation of Armenian territory.

## BOLSHEVIK FEARS.

London, January 19th.

Bolshevik apprehensions with regard to the Turkish Nationalist advance eastward appear to be reflected in news from Tiflis to the effect that owing to the ultimatum by the Armenian Soviet Government to Turkey, the Turks have evacuated Alexandropol.

## WRANGLER'S TROOPS MUTINY.

New York, January 19th.

The Associated Press Constantinople correspondent states that Wrangel's Cossacks, encamped at Chataldja, have mutinied and disarmed their officers. French Colonial troops used machine-guns against the mutineers, who returned fire. Ten Cossacks were killed and 20 wounded, whilst 20 French officers were also wounded. French troops surrounded the camp and court-martialed the ringleaders of the mutiny.

## DAVIS CUP PLAYERS.

## TO PLAY AT SINGAPORE AND SHANGHAI.

London, January 19th.

The American Davis Cup players, Tilden, Washburn and Sam Hardy, who are returning from Australia in the beginning of February via the East, propose to play at Shanghai and Singapore. Johnston is returning to America direct.

## INDIAN FRONTIER FIGHT.

## MARSUDS SURPRISE PIONEERS.

London, January 19th.

It is officially announced that 80 Marsuds surprised a company of Pioneers working on a road near Jandola under protection of pickets. A hand-to-hand fight ensued. The British casualties were 7 killed and missing, and 28 wounded.

## TASK OF WORLD-BUILDING.

## DUTIES OF ENGLISH-SPEAKING PEOPLES.

New York, January 19th.

In an hitherto unpublished letter, written in September to Mr. Stewart, Chairman of the Sulgrave Institute, President-Elect Harding emphasises the duties of the English-speaking peoples as the predominant factor in world-wide civilisation. He expresses the opinion that when America summons other nations to assist in framing a world-building agreement or an association for the prevention of war the English-speaking peoples would play no small part therein, without evading the rights or excluding the fellowship of other nations, but protecting and including them.

## FATAL EXPLOSION IN FILM FACTORY.

9 KILLED: 10 INJURED.

New York, January 19th.

Two men were killed and over ten injured in an explosion, following a fire, at Beedlow's film factory.

## NEW YORK STOCK EXCHANGE.

The Stock Exchange is firm.

New York, January 19th.

Messrs. Ernest Smith and Company, of New York and Boston, have failed. They dealt mainly in New England industrial securities.

## IRISH BARONET'S SON.

## NOT WANTED IN AUSTRALIA.

Melbourne, January 19th.

The Minister, Mr. Boynton, has announced that, in view of information received Mr. Esmond will not be allowed to land in Australia on any pretext, whether he takes the oaths of allegiance or not.

## NEW FRENCH CABINET.

## EXCHANGE OF ANGLO-FRENCH GREETINGS.

Paris, January 19th.

There has been a cordial exchange of greetings between M. Briand and Mr. Lloyd George, laying stress on mutual confidence and a continuation of most friendly collaboration.

## "WARRIORS' DAY." MOVEMENT TO HELP EX-SERVICE MEN.

London, January 19th.

The "Warriors' Day" movement, by which every house of entertainment in the United Kingdom will give a matinee on March 31st in aid of Earl Haig's fund for ex-Service men, was inaugurated at a meeting at Drury Lane, presided over by Sir Arthur Pinero and attended by Earl Haig, Major-General Sir H. M. Trenchard, Miss Ellen Terry, Sir Squire Bancroft, Sir John Hare and other notables. Earl Beatty said they were not asking for charity, but for the help of Britishers in paying a debt to those who suffered in preserving the Empire.

Earl Haig declared that the ex-Service men's troubles were increasing instead of diminishing. A few weeks ago there were a quarter of a million officers and men for whom no place could be found in the community. Their number to-day was less than 100,000.

The Prince of Wales, speaking after Earl Haig, said that from his experience of active service and on his journey of tens of thousands of miles in the Empire since the war, he could affirm that the cause of the ex-Service man was at present second to none in national importance. He added: "When the country was at war we did not forget the men who fought and gained victory and maintained freedom. Our instinct should not be different now."

Sir Alfred Butt, in moving a vote of thanks to the Prince of Wales, paid a tribute to his service and described him in theatrical terms as "an ideal leading man."

## FAR EASTERN CABLE NEWS.

(BY COURTESY OF THE "CHINA MAIL.")

## SHANGHAI RICE CASE.

Shanghai, January 19th.

The first prosecution under the municipal notification prohibiting rice hoarding and profiteering was brought in the Mixed Court to-day when a Chinese shopkeeper, Tung Men Chi, was charged with attempting to smuggle rice to Hongkong and remanded for a week on a bail of \$1,000.

## AVIATION IN CHINA.

Shanghai, January 19th.

Before an historic gathering, including Sir Arthur Whitten Brown, the only living trans-Atlantic aviator, at a meeting held under the auspices of the Pan-Pacific Union and the Shanghai Aero Club, Colonel Holt, of the Royal Air Force, Technical Adviser to the Aeronautical Department, Peking, spoke of recent developments in aviation in North China and the proposed Shanghai-Peking line. The difficulties encountered were illustrated, he said, by the recent seizure of the only training aerodrome in Peking by a hostile division. In addition there were financial difficulties. Training was recently commenced with Chinese pilots who were giving promise. The Government was concentrating on the development of commercial aviation, an interesting experiment tried nowhere else, by which it was possible rapidly to link up the whole of China with air routes. In conclusion, Colonel Holt appealed for the support of the commercial element in Shanghai upon which success depended.

(THROUGH REUTER'S AGENCY.)

## AMERICA AND JAPAN IN SIBERIA.

Washington, January 19th.

Senator Johnson (of California) introduced a resolution proposing that the Senate Foreign Committee investigate the reports that Americans are virtually excluded from trade in Siberia; also an enquiry into the activities of the American military in Siberia. The latter investigation is not connected with the shooting of Langdon.

Senator Johnson declared that he and other Senators had been informed that the Japanese were becoming strongly entrenched in Siberian trade, whilst American interests were suffering.

## "YELLOW PERIL" IN THE PERSPECTIVE.

London, January 19th.

In a letter to the Times, Mr. Frederic Coleman says that facts do not support Mr. Samuel McClure's theories. His work and investigation in Japan led him to think that the conquest by Japan was so remote a possibility that time was so wasted in planning to thwart it. Western civilisation to-day was faced with far greater menaces than any future Yellow Peril.

## MIROVA-PODOLSKY AT THEATRE ROYAL.

New York, January 19th.

Mr. Leo Podolsky and Miss Vera Mirova had little to complain of as regards attendance last night at the Theatre Royal. Mr. Podolsky gave a perfect rendering of Bach's Toccata and Fugue (as arranged for the piano by C. Taubig). Miss Vera Mirova danced her way into the heart of the audience in her Lotus dance. It was, however, in The Dancing Doll that Miss Vera Mirova proved herself an accomplished artist. Her interpretation of Schubert's Marche, with the well-known goose-step, was an impressive performance, so was also the Snake dance. M. Leo-Podolsky gave Cyril Scott's Lotus Land and Regers' Intermezzo, as also Debussy's "Moonlight" and Korichmareff's "A Fairy Tale." It is rarely that Hongkong has an opportunity of hearing such a musician as M. Podolsky, and it was gratifying to find that there was not only a large audience but a very appreciative one as well.

## GERMANY TO-DAY.

## MANY SIGNS OF REPAIR.

## FINANCIAL CHAOS.

BID FOR FOREIGN TRADE.

(BY "THE TIMES" BERLIN CORRESPONDENT.)

The economic position in Germany is still so vague and uncertain that the best informed of the Germans themselves are chary of giving an exact opinion. The problem of the country's future is still full of indeterminate factors, and it will be long before an accurate estimate is possible. The most we can do is to examine the position from time to time and endeavour, from such evidence as is available, to decide upon the direction events are likely to take.

Socially Germany has progressed very considerably since the collapse at the end of the war. The wave of deep despair that passed over the whole country was followed by a moral decline which ran through every stratum of society, and its effects are still noticeable. That it lasted so long was due in great part to continued political unrest, and it would not be safe to say that the last has been heard of adventures who seek short-cuts to their goal by methods of violence. The old aristocracy, the landed interests, and the industrialists still profess to go in fear of a red revolution. As there is no means of estimating the forces which a Communist rising could let loose their forebodings remain unallayed.

On their side the working classes still profess uneasiness as to the prospect of another Monarchist Putsch, and unfortunately the means by which this could be attempted are only too evident. There is much loose talk in the Monarchist Press of a hope that the Monarchy may be restored; while in private some of the Royalists and Legitimists make no secret that their aim is to put a straw man on the Throne for an interim period and to kick him out in favour of a Hohenzollern or a Wittelsbach when that period is past. These mutual suspicions delay serious efforts towards the moral reconstruction of the country and while they continue they must defeat the best attempts by such German statesmen as have retained a national outlook.

There are many signs of repair and the chief among them is a desire to work. It is doubtful whether crime is more prevalent than it was before the war, but crimes are better advertised, and a false perspective is the result. There has been a decrease in crime since the beginning of the present year. Public morals were never very high in the great German cities, especially Berlin; to-day one would say from casual observation that they are as bad as ever, but not worse. These phenomena probably march with better employment and with a reawakening of the sense of civic duty as the result of a reaction from public disorder. As far as I can find out in conversation, this view is assented to by responsible officials. It is not a question on which one can dogmatize from figures.

In German cities there is always a scum that is driven to the surface by the forces of social intercourse. To-day it is very apparent in Berlin and Hamburg. It is this froth that forces itself upon the observation of the passing traveller, leading him to believe that it is the life of the place. Berlin, national problems so highly as to be a city of everlasting pleasure. The restaurants blaze with light, a band blares in each one, there is good food in plenty, wine flows, one hears laughter. The theatres, musicals, and cinemas command full houses; the Palais de Danse is nightly crowded, and only high-priced champagne (and such champagne) is served. It seems like waste gone mad.

One has to look below the surface to see it for what it is, and then one also finds the real stuff. This boiling scum is given off by the profiteer, who is perhaps the greatest social menace threatening Germany to-day. His gains come easily—a hundred thousand marks may perhaps be made over the telephone before lunch by the lucky holder of a few truckloads of sugar—and they filter down through his parasites to go just as easily. But the restaurants and cabarets of Unter den Linden and the neighbouring streets are as a small patch on a city of five millions. They are as nothing in a country of 70 millions, and one must look elsewhere for the real state of things. It is necessary to predicate at this length because shallow deductions are so constantly being drawn from this single feature of German city life.

Nevertheless the constant flaunting of superfluous wealth amid amusement and vice has one very evil effect. It tends to prepare the field for the Bolshevik agitator, who is to-day more insistently active in Germany than anywhere else in Europe. Lenin is said to set his highest hopes on the German proletariat. He is being disillusioned, but his enlightenment would be the more rapid if it were not for the glaring contrasts in German cities to-day. Prices have risen to 10 or 14 times, wages only to six or seven times the former figures, and the workman finds his money will not suffice for his bare needs.

He is inclined to ascribe it to the waste and not to see in the neighbourhood of the Friedrichstrasse, while false prophets fill him up with false arguments based on the same observations. Small wonder that he sometimes thinks there are shorter steps to wealth than work and saving. The surprising thing is that he should want to work at all.

## INDUSTRIAL ENTERPRISE.

There is, however, in all classes a reawakened feeling for industrial and commercial energy. Agriculture, still the largest industry in Germany, is, of course, best off. Landowners, farmers, and farm workers all did well in the war. Some

made large fortunes. Prices for produce are high and profits large. The labourers get their food as part of their pay, and in this respect they are much better off than the townsfolk, while their real wages have greatly increased, their hours have been shortened, their conditions improved, and there are more persons employed. The bulk of the heavy industry is also doing well. It is in comparatively few hands, well organized; and hard at work; employment is good and wages are high.

With the rest of German industry the case is otherwise. Only in a few trades is there any briskness. There is still a great shortage of raw materials for many industries; one hears complaints of a lack of coal, and orders are not coming in from abroad. Here and there a factory in its annual report states that it is fully employed and booked up, but the general tale is one of working fewer days or shorter hours. And here, again, one must avoid being misled by appearances.

There is a great demand for increased capital and it is being called up in millions. This is a necessary outcome of inflation. A much greater working capital is necessary to every factory than was the case in the days of the gold mark. Much larger sums are needed for payments for raw materials, wages, and working expenses. Similarly a much higher price is charged for products, and a greatly increased rate of dividend is paid. Thirty per cent. is a common rate. But it must be borne in mind that this is a paper payment on a gold-mark holding, representing no more than, perhaps, a tenth of its apparent value.

Amazing conversions and reconstructions are also in progress on all hands. They are a nightmare to the investor, but they are symptomatic that German industry is beginning to bestir itself. Just as in the moral field there are controversies at work tending to retard recovery, so there are in the province of industry new problems the effect of which is to maintain an atmosphere of uneasiness. One of these is the question of normal trade. One of these is the question of the socialization of the coalmines. In the present form the demand is a heritage of the general strike that followed upon the Kapp Putsch; a measure of socialization was part of the bargain between the trade union leaders and the Government for calling the strike off.

It has descended, a hopeless heritage, to the present Government. It is an embarrassment to the Cabinet, and a constant drag on trade. While it hangs over the country it checks enterprise and development of fresh mining adventures, compelling caution where otherwise a bold policy would be dictated. The miners' leaders are determined upon it; the mine-owners are dead against socializing the mines independently of a consideration of the whole position of German economic life and of concurrent action abroad. A committee of employers, coal users, and miners has reached a deadlock, and has had to elect an arbitration committee. But the whole country knows that the miners mean quick socialization, and the commercial world is filled with misgivings.

A second cause of misgiving is the question of Upper Silesia. When this question is stripped of the fog of lying politics and propaganda that has threatened to envelop it there remains a kernel of genuine alarm. The plebiscite should go against Germany and the coalfield fall into the hands of Poland.

Into the controversies about Germany's right to the Silesian duchies in history or her economic action in the past in the disposal of Silesian coal it is not possible to enter here. It is certain that the country can be won, a god-send for all the coal that can be won. The German industrial world is firmly persuaded that under a Polish régime production would languish; and in the coalfields already exploited so far by Poland there is, unfortunately, nothing to convince them to the contrary.

Coal deliveries to the Allies under the Peace Treaty are at the moment of writing in advance of the scheduled quantity by 250,000 tons—the best evidence, so far, of Germany's good will. There is some doubt whether this can be maintained during the winter months, and in the making up of any shortage the German industries would be the first to feel the effects. This doubt, however, may not be realized.

Credit does not appear to present any great difficulty. Large firms, of course, are in a specially favoured position with the banks, and small firms sometimes have to pay a rather severe rate of interest for accommodation. This matter is shortly to be regulated by the Government, but meanwhile there does not seem to be any great outcry. German industry may, in fact, be said to have struggled to its feet, and has been a wonderful effort, and in it the German industrial and mercantile classes have shown all their old skill and persistence.

Now, it is all a question of winning back the old markets and finding new ones. The home market offers an unlimited demand, but it will be some considerable time before the manufacturer will be able to turn his attention to it owing to the condition of the country's finances. For the present, he must work for abroad, and in foreign markets he is likely to become quite more the bitter and dangerous competitor of other nations.

There has been some hope in Germany that the finishing trade (Veredelungsindustrie) might be supplied with work from foreign factories on the basis of temporary duty-free imports for completion and re-export. Something has already been done in this direction, and a few British firms have participated in it. I do not know if the large English orders said to have been received by the Allgemeine Elektricitäts-Gesellschaft were of this nature. America has participated in it to a much greater extent. The textile branch in Germany is particularly anxious for "finishing" orders in order to keep its hands employed.

There are two difficulties in the way. The one is the school which objects to German Labour being used in wage-work by foreigners. It is an absurd contention, especially in regard to textiles, but it has to be reckoned with. The other is the activity of officials, now more numerous

(Continued at foot of next column.)

## OBJECT LESSON IN DUMPING.

## GERMAN GOODS AT LESS THAN BRITISH COST.

The Lobby Correspondent of the

London Daily Express wrote recently:—

Remarkable evidence of the extensive import of German goods to this country at less than the cost of production here, was given at an exhibition at the House of Commons yesterday by the Unionist Reconstruction Committee.

Colonel John Gretton, M.P., presided at a subsequent meeting, when representatives of various trade and industries affected by the importation of German goods attended to relate their experience.

It was announced by Sir Henry Birchborough, representing the dye industry, that an agreement had been arrived at by 98 per cent. of the weavers and makers for the regulation of the import of dyes.

On behalf of the makers of aluminium goods, metal ware, dental instruments, and such like, it was pointed out that it was impossible for British labour to compete against the production of German labour owing to the collapse of the rate of exchange.

The exhibition consisted of German and British goods of identical quality ranged side-by-side, with notes on each indicating the production and sale prices.

## 75. BAROMETERS.

Barometers were shown by a British firm, the finest makers in the world. It costs 20s. to make each barometer. The Germans are offering as many as British merchants care to have at 7s.

Germany is selling to this country thermometers for testing acid at 1s. 2d. They cannot be made here for less than 3s. Members saw these articles, and also a number of aluminium kettles.

A typical example of the latter was the two-pint kettle made in Germany and sold here at 2s. 6d., while the British article costs 6s. to make. Yet this was a trade we regained during the war.

Germany is sending to this country at 20s. per 100 flash bulbs that cannot be made here under 40s. per 100. Samples of these were shown.

There was the same kind of thing in tools and groves and oxidized goods. Two stories told point the moral of the exhibition.

A Birmingham firm spent tens of thousands of pounds on machinery to do this oxidized work. It beat the Germans in quality. But the German goods on view yesterday, sold here at 7s. a dozen. The Birmingham firm cannot make them for less than 35s. M.P.s were not surprised to hear the sequel; the part of the works producing the oxidized goods has been closed.

and more efficient than Prussia ever produced before, who make it their business to hamper a class of trade which offers splendid chances for efficiency. Here, at least, the remedy should lie with German buyers; men themselves, foreign customers will be disinclined to repeat their orders unless the regulations governing the trade are revised.

## THE BURDEN OF DEBT.

At the root of the whole matter of the revival of German trade, however, lies the condition of German finances. The State is practically in a bankrupt position, has nobody wishes to use the word. The funded debt, which was about 5,000 millions of marks in July, 1914, was 51,000 millions on November 1st, 1920. The floating debt, which was 400 millions in July, 1914, was 157,000 millions on November 1st, 1920. The total debt is 51,700 millions, and by the end of the financial year it is expected to reach some 63,000 millions.

The budget of 98,000 million marks shows a deficit of about 48,000 millions, which is nearly equivalent to the demands under the Peace Treaty. The note circulation, which was 2,700 millions in July, 1914, was 75,000 millions on November 1st, 1920. The service of the debt, the principal item of expenditure under the ordinary Budget, is 12,800 million marks.

A bank or business house in such a position would call a meeting of its creditors, if they had not called one themselves long before. The German people, and especially the business community, now realize what a speculation it was when Herr Helfferich dangled before them the spectacle of indemnities from a ring of tribute-paying States. As a business proposition the war was lost for Germany in 1915, and the years between have but made the solution of the problem more difficult.

But from end to end of Germany you will hardly hear the words "State bankruptcy" even breathed. The loan interest is paid, the coal deliveries to the Allies are maintained, and thereby the mark continues to maintain a value. As long as it is worth anything or something, trade can go on, accounts can be opened in Zurich and Amsterdam (and now in London), and the German merchant can keep a credit in some sort of real money to pay with.

And here he realizes that the Allies must come to a decision about him: whether the debt-holders are to regard the position of Germany as hopeless and wind it up for what they can get in the pound; or whether they prefer to adopt the plan of forbearance towards the debtor, and give him time to see what sort of a job he can make of his own salvation. They would, however, be obliged to exact two conditions—the closing of the note-printing presses and the severe limitation of bureaucratic and public extravagance.

Into this problem of how Germany is to trade there comes the question of fixing the industry. The best and most responsible financial opinion in Germany would appear to be against this being done now. It might bring the house down about their ears. There would probably be such a wide difference between a German figure and an Allied figure that in the present state of the country's finances no agreement would even be approached. Despair and disturbance, both on a large scale, would be inevitable. It had best say these persons, be let alone for the present.







# PREPAID "WANTED" ADVERTISEMENTS.

Lettres are lying at this Office for  
Boxes P, Q, AD, AP, AW, BF, BO, BR.

TO LET—Three well ventilated ROOMS for Office. Central locality. Apply to THE CHINESE MERCHANT CO., (of Hongkong), No. 2, Queen's Road, Central.

TO LET. EUROPEAN OFFICES, 1st floor (four in one block) 16 to 18, Cornhill Road Central (with view of light). "A. B." Apply to—Care of Daily Press Office. [134]

TO LET. TWO LARGE ROOMS to let for Office 14, Des Voeux Road Central, Top Floor. Apply to—Care of Daily Press Office. [131]

TO LET. SIX ROOMED HOUSE, furnished, in Kowloon, for 8 or 9 months from Middle of March. Apply—Box No. 1981, Care of Daily Press Office. [131]

WANTED. TO Rent or buy GODOWN near Waterfront per 1st February start. Reply—Box 253, Care of Daily Press Office. [253]

WANTED. FURNISHED or Unfurnished HOUSE. Apply—G. H. WAKEMAN, Crown Solicitor's Office. [134]

WANTED. A FURNISHED HOUSE, Peak district or Upper Levels, for about four months. Immediate occupation. Reply—Box 255, Care of Daily Press Office. [255]

WANTED. ON long or short lease from FEBRUARY: Five or Six ROOMED FURNISHED HOUSE, Peak District preferred. Apply—Box No. 198, Care of Daily Press Office. [186]

WANTED. DESIGN AND CONSTRUCTION OF YELLOW RIVER BRIDGE FOR PEKING-HANKOW RAILWAY.

THE PEKING-HANKOW LINE of the Chinese Government Railways invites sealed proposals for Designing and Building a New Bridge across the Yellow River (Hwang-Ho). Proposals will be received up to Noon of June 30th, 1921, at the Office of Peking-Hankow Railway, Peking, China. Plans, Rules and Specifications can be obtained from the following Offices:

Peking—Peking-Hankow Railway, American, British, Belgian, French, Italian and Japanese Legations.  
Foreign—Chinese Legations, Washington, London, Brussels, Paris, Rome and Tokyo.

All applications for same must be accompanied with 25.  
PEKING-HANKOW RAILWAY ADMINISTRATION. [130]

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P.O. Box, 630. [58]

## INTIMATIONS

THEATRE ROYAL, HONGKONG.

Saturday, January 22nd,

at 8.15 p.m.

Madame Lottie Gordon's

## GRAND CHARITY

### CONCERT.

Booking now opened at MOUTRIE'S.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

### NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG and SINGAPORE.

## THE Steamship

"NAMSANG" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from this wharves, delivery may be obtained. Goods not cleared by Jan. 21st, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No fire insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, January 19th, 1921. [243]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

### NOTICE TO CONSIGNEES.

FROM KOBE & MOJI.

## THE Steamship

"LAISANG" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from this wharves, delivery may be obtained. Goods not cleared by the 23rd Jan. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No fire insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, January 17th, 1921. [247]

## NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD. AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

## CONSIGNEES per Company's Steamer "MENTOR"

are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will be at Consignees' risk. The Cargo will be ready for delivery from Godown on and after Jan. 18th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the 18th and 20th Jan. and none within the next 10 days.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Jan. 24th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Feb. 7th, or they will not be recognized. BUTTERFIELD & SWIRE, Agents. Hongkong, January 18th, 1921. [256]

## NIPPON Yusen Kaisha

### NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

## THE Company's Steamship

"KUMANO MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary, before Noon To-day. Goods not cleared by Jan. 25th, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representative at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns. NIPPON YUSEN KAISHA, Agents. Hongkong, January 18th, 1921. [267]

## SCOTTISH LETTER.

### ST. ANDREW'S DAY.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, December 1st.

It is perhaps suggestive of emotional reticence rather than a reflection on the national character that in Scotland St. Andrew's Day is not more popularly observed. The Scot abroad displays a more obvious patriotism, and from early times Scotsmen settled in parts over seas have consistently paid homage to the Patron Saint of their country. In an interesting brochure by the Rev. William McMillan, issued by the St. Andrew's Society, of Glasgow, it is noted that the statutes of one of the earliest Scottish Societies, composed of Scottish students at the University of Orleans, and dating from the early 14th century, provided for the annual observance of St. Andrew's Day; and the oldest Scottish Society in America, and the Scots Charitable Society of Boston, which was formed in 1837, has with equal consistency paid tribute to the memory of St. Andrew.

Within recent years the observance has become more common in the homeland, and there has been a larger recognition of the blue banner with the white St. Andrew's Cross as the national flag. The St. Andrew's Societies throughout the country have stimulated interest in St. Andrew's Day, and contributed also to a better understanding of Scottish heraldry. The movement, intensely patriotic, gains in strength, and it owes its vitality to its scrupulous aloofness from a narrow Nationalism. The St. Andrew's Societies have resolutely resisted pressure to attach political significance to the celebration of St. Andrew's Day. The St. Andrew's Societies concern themselves only with the preservation and the quickening of interest in Scottish history, art, and letters. And their influence is the more potent because they are remote from the disturbing elements of politics. National movements charged with the political spirit breed strife and disintegration, as the distressing case of Ireland to-day bears melancholy witness.

## GRAND LODGE OF SCOTLAND.

The annual communication of the Grand Lodge of Scottish Freemasonry was, as usual, the most important St. Andrew's Day function in Scotland. The Earl of Eglinton and Winton was installed Grand Master Mason, and he intimated the appointment of the Earl of Fife as Grand Master Depute and the Earl of Stair as Substitute Grand Master.

## THE FUTURE OF PROHIBITION.

The Prohibitionists are not all of one opinion regarding the results of their campaign in Scotland. Some of them profess to be greatly encouraged, others confess to surprise and disappointment. Most of them before the polling seemed to have highly extravagant anticipations. These have been disappointed, and it is a little to explain or conceal the figures at the elections. They are there for every body to see and form their own judgment.

From what has been said at the most recent Prohibition meetings, however, it is evident that the Prohibitionists have not yet begun to learn the outstanding lessons of the contest. That may be because they have been too much immersed in the details of propaganda, and have not been able meantime to look around them.

But Mr. Arthur Sherwell, secretary of the Temperance Legislation League, is in a position to make a more general survey, and his judgment on the situation, as it appears in the journal of that organization, is more instructive. He says that to unbiased man can misread the lessons of the polls. They make it clear beyond doubt that public opinion and popular habit in Great Britain are not ripe for Prohibition, even as a local experiment. If that be so in Scotland, how much more can it be said in England, where Prohibition sentiment is admittedly weaker than in Scotland and conditions less favourable to experiment?

One vital fact the Prohibitionists appear to have overlooked—or duly minimised. They did not sufficiently consider that this is not only a matter of changing a law, it is very much more, it is changing a habit, and changing the social point of view of a whole nation.

## LOCAL OPTION LITIGATION.

The Glasgow Licensed Trade have decided to raise an action in the Court of Session to test the validity of the Scottish Temperance Act poll in the Whiteinch and Camphill wards, the majorities in which were very small. Certain irregularities are alleged in the taking of the polls. The decision of the Court in these cases will probably affect a number of other areas throughout the country where No-license and Restriction were carried.

## DR. GRAHAM BELL IN EDINBURGH.

Dr. Alexander Graham Bell, revisiting Edinburgh after the greater portion of a life-time spent in America, received the honours not always given to a prophet in his own country. The Freedom of the City—his native City—was conferred upon him "in recognition of his great achievement in the solution of the problem of telephonic communication."

The former pupils of the Royal High School also paid him all the honours in their power. Dr. Bell having been a pupil of the famous Edinburgh School.

A tall, striking figure, still strong of frame, with a grey-bearded, kindly face in which are set two alert eyes, tell us that his mind and spirit have still a considerable advantage on his years. That is the impression Dr. Graham Bell leaves upon one. And we can draw from it some idea of the keen, young fellow who nearly fifty years ago in America showed the scientists of the day the novelty of his telephone invention with all the eager enthusiasm of a boy with a new toy.

## LONDON HOME FOR Aged SCOTS.

It has come to the notice of the Scottish charitable institutions in London that there are quite a large number of aged Scotas men and Scotswomen living alone in impoverished circumstances in the Metropolis. In nearly every case financial assistance is being given to these poor people by such institutions as the Royal Scottish Corporation. Some of the leading members of that body have been discussing schemes for the welfare of this class of Scottish poor in London, and a favoured idea is that an old mansion house or other large building might be leased for housing them under one roof. Each person or married couple could be allotted a separate apartment, into which they could bring their own household furniture and have the advantage of the personal attention of a nurse engaged for the home. That is the ideal which is being considered, the only doubts expressed are connected with the matter of funds.

## PROFIT AND PROSPERITY.

What does Mr. H. G. Wells think of the present slump in rubber? This week, when re-reading his novel "Marriage," I noticed that his hero makes a fortune by discovering how to manufacture synthetic rubber, which is apparently marketed at 10d. per pound.

But from the lofty heights to which it once soared ordinary plantation rubber, by the sheer weight of its own production, has now fallen to little over a shilling a pound. It would certainly go lower but for the fact that output, by a general arrangement among growers, is being drastically curtailed.

Quite obviously synthetic rubber at 10d. would not now make an overpowering show against ordinary rubber. Mr. Wells has recently been described as our greatest prophet; his prophecies would not carry him very far on the Stock Exchange.

## THE TIDE FASHION.

The demand for jade is as strong as ever, and fancy prices are being paid for quite small bits. I have just heard of a lady who brought home some beautiful pieces from China. When they were being counted, however, the discovery was made that they had been "manufactured."

## PERSONALIA.

The late Lord Glenconner was one of the handiwork of our Peers, and although his pedigree did not go back to the Norman conquest he had the manners and appearance of the born aristocrat. A friendling-geared once that he may have had pre-Norman blue blood. His family hailed from the kingdom of Strathclyde in which the ancient British kings and princes may of course still have many descendants.

Shortly before the death of her husband, Lady Glenconner completed a new book called "The Tenth Muse," the purpose of which is to prove that so-called clairvoyance is mere humbug. She has mastered her subject by study and experiment, the result being a volume which will cause considerable stir among professional seers.

The choice by the London Scots of the Rev. M. St. Andre, of the French Protestant Church at Tours, as their preacher at St. Andrew's Day service, was most appropriate. His name provides a sort of coincidental connection with Scotland and the pious memory, while his service, I understand, to the Scottish soldier who served overseas in France. St. Andre was one of the fighting padres of the Western Front.

In the Scottish Court of Session, Lord Anderson granted decree of divorce on the ground of infidelity in an undefended action, brought by Lieut. Col. Alexander Rosa Hume, 1 Dalhousie Terrace, Windsor Street, Dundee, against Mrs. Mabel Henrietta Louisa Slavier or Ross Hume, daughter of Mr. Robert Slavier, 36 Buckingham Gate, London, and against her second husband, Lieut. Col. Frederick, Earl of Winton, as co-defendant.

## SCOTTISH GOLF UNION.

It was a wonderfully representative meeting of golfers that was held in Edinburgh last week, and the unanimity with which the proposal to form a body which would serve as the more remarkable Union was received was even more remarkable. The birth of the Scottish Golf Union is long overdue. It is somewhat strange that while most countries have a national golf championship, Scotland, the home of golf, does, or rather did, not possess a body with authority to promote such an institution.

Though belated, the establishment of a Union is none the less welcome; it should mark a new era in the amateur game North of the Tweed. The objects of the Union are to promote a real Scottish Championship; to discover, and when discovered to foster and encourage latent golfing talent; and, in the last but not least, place give every Scottish golfer the opportunity of acquiring the big match temperament by the promotion of district and inter-district competitions, and these, along with the championship, should go far to eradicate nerves in young players of ability.

It was particularly gratifying to find a representative of the ruling body present in the person of Mr. Norman Bone, and to receive his assurance that the Royal and Ancient Club's desire is to be democratic and not autocratic. Though speaking unofficially, he declared by his presence that the R. and A. view the Union in a favourable light. And he pointed out that the authorities at St. Andrews would be glad to consult with the Union on the vital question of handicapping.

## ART IN THE LEWS.

Some of Sir David Murray's greatest pictures have been painted in the Lews. On his latest visit to the island Sir David was one day busy with his easel at the roadside when an old man stopped and looked on for a little. Then he stretched himself and said, "You'll be getting on, like myself." "Oh, yes," replied the artist, "I'll be getting on in years." "And you'll be getting on in the Old Age Pension," like myself." "No; they don't give me that yet." "What; they was not given you the Old Age Pension?" And again, "you that for?" "They think I can still earn my own living." The islander took another look at the picture, and then said, "Well, well," in astonishment; "I don't understand that at all, at all; it is too bad; it's the Old Age Pension they should be giving you!"

## INDO-CHINA

### STEAM NAVIGATION COMPANY LIMITED

#### SAILINGS SUBJECT TO ALTERATION

SHANGHAI & TIENTSIN via SWANOW	TUNGSHING	Thurs.	20th Jan.	Light
SHANGHAI & DAENTY via SWANOW	WINGSANG	Fri.	21st Jan.	Light
SHANGHAI & TIENTSIN via SWANOW	LOONGSANG	Fri.	21st Jan.	Light
SHANGHAI & TIENTSIN via SWANOW	HEUNGANG	Sat.	22nd Jan.	Light
SHANGHAI & TIENTSIN via SWANOW	LAISANG	Sat.	22nd Jan.	Light
SHANGHAI & TIENTSIN via SWANOW	CHOWANG	Sat.	22nd Jan.	Light
SHANGHAI & TIENTSIN via SWANOW	TAKRANG	Sun.	23rd Jan.	Light
SHANGHAI & TIENTSIN via SWANOW	TAKRANG	Wed.	25th Jan.	10 A.M.

CALOUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Swatow, and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing twice a week every Friday, calling at Hongkong when convenient.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong when convenient.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Datta.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chetoo.

## CALOUTTA LINE.

s/s. "LAISANG" will be despatched on or about Saturday, Jan. 22nd, for SINGAPORE, PENANG & CALOUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET-TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

TELEPHONE No. 211.

## GLEN AND SHIRE

Joint Service of Steamers.

### O.K.-STRAITS CHINA & JAPAN SERVICE OUTWARDS.

Vessel	Leaves Hongkong	Discharge
M/V. "GLENVADE"	—	—
M/V. "GLENSTAR"	—	—
M/V. "GLENAMOI"	—	—

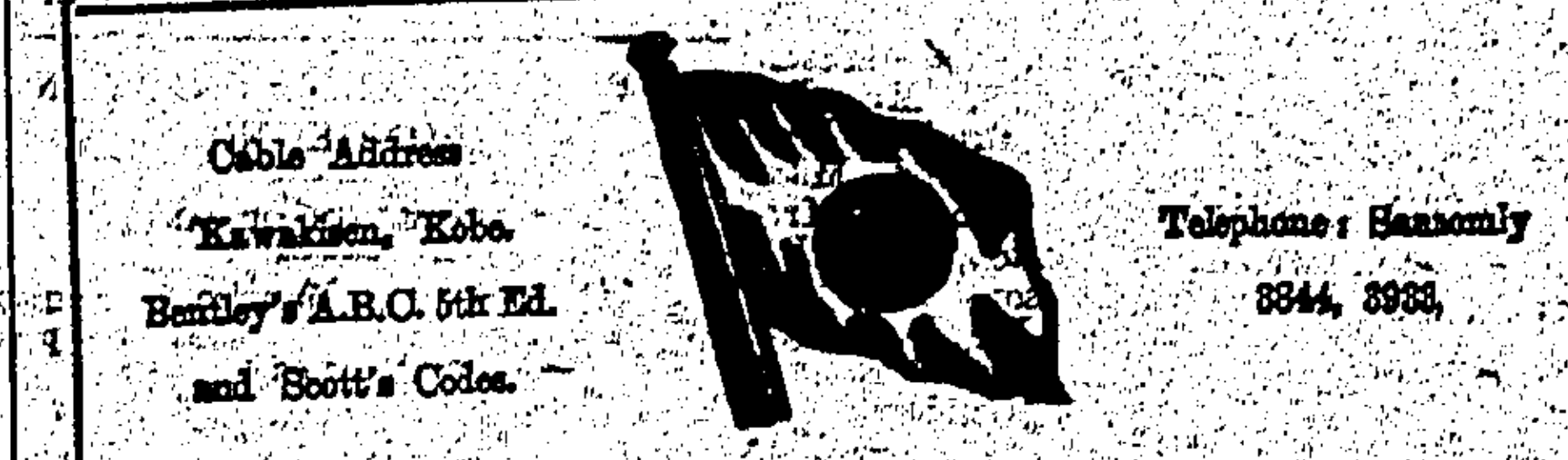
Vessel	Leaves Hongkong	Discharge
M/V. "GLENLUCH"	about 4th Feb.	GENOA, LONDON & ROTTERDAM.
M/V. "GLENSTAR"	about 1st Mar.	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice. For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,

The Glen Line, Ltd., AGENTS.

Tel. No. 21, sub 5 & 22 and 360.



## KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP Y20,000,000

President: Mr. Y. KAWASAKI.

Vice-President: Mr. K. MATSUURA.

Managing Director: Mr. MATSUDA ARA.

The Company has on hand a Large Number of

## NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet—  
Eleven steamers of 9,100 tons each deadweight.

And under the Company's management—  
Twenty steamers of about 9,100 tons deadweight each.  
Two steamers of about 6,400 tons deadweight each.  
(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the  
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No. 3, BURN, Koss.

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## SHIPPING NEWS

## ARRIVALS

January 19th.

Depawmont, French str. 370 tons, Capt. Nicolai, from Swatow, with a general cargo.—Kai Yuo.

Glymont, American str. 1,873 tons, Capt. Swanson, from Saigon, with rice.—Robert Dollar & Co.

Hector, British str. 4,000 tons, Capt. Blue, from Nanking and Shanghai, with a general cargo.—B. & S.

Kat-ping, French str. 177 tons, Capt. J. Pannier, from Peking, with a general cargo.—Seng Kee.

Kam Fing Fat, Chinese str. 440 tons, Capt. A. Noronha, from Hoihow, with a general cargo.—Globe Nav. & Co.

Kueichow, British str. 1,220 tons, Capt. Ritchie, from Hongkong, with coal.—B. & S.

Shus Shing, Chinese str. 297 tons, Capt. G. A. de Souza, from K. C. Wan, with a general cargo.—Po On S.S. & Co.

January 19th.

Ali, Muru, Japanese str. 6,009 tons, Capt. Shinomiya, from Australia, with a general cargo.

Andre Lebon, French str. 13,700 tons, Capt. Cousins, from Yokohama, with a general cargo.—M.M. Co.

Kaiyo Maru, Japanese str. 2,015 tons, Capt. S. Nomura, from Swatow, with coal.—O.S.K.

Kasun, British str. 1,143 tons, Capt. Sutor, from Canton, in ballast.—B. & S.

Kwong, British str. 1,228 tons, Capt. Barkers, from Canton, in ballast.—B. & S.

Masunillo, Italian str. 3,449 tons, Capt. Currarino, from Singapore, with a general cargo.—Dodwell Co.

Prosper, Norwegian str. 1,570 tons, Capt. Alcen, from Cheong, with a general cargo.—Yee Cheong.

Shikun, British str. 1,015 tons, Capt. W. Puckett, from Canton, with a general cargo.—B. & S.

Takada, British str. 4,223 tons, Capt. F. E. Harvey, from Calcutta and Straits, with a general cargo.—M.M. & Co.

Tsun, British str. 1,350 tons, Capt. MacDonnell, from Shanghai and Swatow, with a general cargo.—B. & S.

Tolom, Maru, Japanese str. 3,350 tons, Capt. J. Fukuma, from Singapore, with a general cargo.—N.Y.K.

Tung Shing, British str. 1,173 tons, Capt. Eastman, from Canton, with a general cargo.—J.M. & Co.

Venezuela, American str. 3,443 tons, Capt. Henry Nelson, from San Francisco, with a general cargo.—P.M. S.S. Co.

Waukegan, American str. 4,123 tons, Capt. Downing, from Manila, with a general cargo.—Admiral Line.

## CLEARANCES

January 19th.

Ali Maru, for Yokohama.

Andre Lebon, for Margalla.

Cheong Shing, for Hongkong.

Chongwa, for Haiphong.

Depawmont, for Haiphong.

Hector, for Liverpool.

Huanan Maru, for Takao.

Kwan-yue, for Shanghai.

Shun Shing, for K. C. Wan.

Sik Yek, for Swatow.

Tsun, for Canton.

Tomashima Maru, for Keelung.

Tolom Maru, for Kobe.

Tung Shing, for Shanghai.

## PASSENGER

## ARRIVALS

Per s.s. Takada, on January 19th:—Mr. H. P. Leitch, Mrs. C. P. Rogers, Mrs. F. B. Marsh, Mrs. A. G. Brimble, Miss A. Moore, Mrs. Crookshank, Mr. B. M. Tyler, Mr. C. H. Nilson and Mr. T. M. Pool.

Per s.s. Andre Lebon, on January 19th:—Mrs. A. G. and A. A. de Remedios, Mr. L. Senico, Miss G. Ellis, Mr. H. Y. do Garcia, Mr. R. Macgregor, M. and Mrs. A. Verge, Mr. G. H. Pels, Mr. Y. S. Brooks, Mr. and Mrs. Marinho Marquis, Mr. P. J. Kener, M. and Mrs. Miles, Mr. M. Chiquet, M. H. Gerin, Mrs. E. Morion, Rev. Pere Odoce, Mr. F. O. Levin, Mr. Y. H. Gillespie, Mrs. Rousseau, and Mr. L. S. Powell.

Per s.s. Venezuela, on January 19th:—Admiral C. B. Morgan, United States Navy, Miss A. P. Birdall, Mr. B. Bolbridge, Mr. and Mrs. O. Bradley, Mr. and Mrs. H. E. Cole, Mrs. and Miss C. M. and Mrs. A. Chabouat, Mr. B. Chabouat, Mr. E. D. Clifton, Capt. F. Dias, Mr. Joseph Donaldson, Mrs. A. Douglas, Mrs. H. Douglas, Mr. D. Douglas, Mr. and Mrs. C. D. and Mrs. M. and Mrs. B. Deniston, Mrs. S. Gribb, Mr. O. Graham, Mr. B. Hammond, Mr. and Mrs. A. T. Hill, Mr. and Mrs. W. B. Howard, Miss W. Howard, Miss S. Huxley, Mrs. M. Ingram, Mr. and Mrs. E. K. Ingram, Lieut. Roy A. Black, Mr. J. Kraus, Mr. E. R. Knowlton, Mr. A. G. Katz, Mr. L. Kennedy, Mr. B. L. McLaren, Mr. and Mrs. W. M. Milne, Mr. and Mrs. C. P. Massery, Mr. B. M. McKenzie, Mrs. R. C. Morion, Mr. V. Morgan, Mrs. R. E. Nicol, Mr. V. P. O'Brien, Mr. J. G. Pedley, Mr. A. P. Pisco, Mr. W. S. Piper, Miss L. Piper, Mr. J. J. Rogers, Mr. B. Romero, Mr. E. G. Redline, Lieut. J. F. Rordan, Miss H. Seymour, Mrs. E. B. Scott, Mr. and Mrs. M. S. Suley, Miss Ann Suley, Mr. and Mrs. W. A. Shaw, Mrs. M. Shaw, Mr. A. L. Troy, Miss M. Vandergift, Mrs. F. B. Valdes, Mrs. Mary Wheeler, Mr. and Mrs. O. A. Wilson, Mr. Wm. B. Walker, Mrs. S. Whelpton, Mr. S. P. White, Mr. H. White, Mr. and Mrs. R. E. Wyckham, and Mr. M. H. Zimmerman.

## SHIPPING NOTE

Efforts to raise the C.M.S. Hainiah, which was sunk near Chedao during the early part of November, were partly successful. The ill-fated ship was raised and was being towed to port when suddenly she went down once more, this time in water which was probably twice as deep as that in which she was lying before the attempt was made to raise her. It is understood that the owners have given up all hope of salvaging her.

## SHIPPING MOVEMENTS

The s.s. Achille (Blue Funnel line) left Singapore yesterday, and is due here on January 24th.

The s.s. Matava arrived at Manila yesterday, leaves there to-morrow, and is due at Hongkong on January 24th.

The N.Y.K. s.s. Kuremachi Maru (Nanking line) left Kobe for this port, and will on January 18th, and is expected here on January 20th.

The s.s. M. S. Montevideo arrived at Yokohama on January 16th, left there on January 17th, and is due at Vancouver on January 21st.

The s.s. Louther Castle arrived at Yokohama on January 17th.

## VESSELS EXPECTED

Aberdeen (Admiral line), due about January 31st.

Alceus, due March 11th.

Autolichus, due March 23rd.

Bombay Maru, due January 27th.

Cap. Faintner (N.Y.K.) from Liverpool, due January 2nd.

Duguesne (Barber line), from New York, due about February 2nd.

Eastern (E. & A.), from Japan, due January 20th about 4 p.m.

Edmore (Admiral line), due January 20th.

Edridge (Admiral line), due about February 2nd.

Elipnor, due March 20th.

Empress of Russia, from Vancouver, due February 4th.

Euryplus, due February 8th.

Edmore from Seattle, due January 24th.

Idomeneus, due March 2nd.

Jason, due March 10th.

Keemun, due February 25th.

Louther Castle, due February 8th.

Matava, due January 20th.

Mitsushima Maru, from London, due February 1st.

Oanfa (Blue Funnel line), from Japan, due January 21st.

Paulat (Admiral line), due March 7th.

Pyrhus, due March 31st.

Satsuma (Barber line), from New York, due about February 15th.

Schodack (Barber line), from New York, due January 23rd.

Shidzuoka Maru, from Japan, due January 23rd.

Shimo Maru (T.K.K.), due January 30th.

Tamara Maru (N.Y.K.), from Europe, due January 21st.

Turkistan (Blue Funnel), due February 5th.

Waukegan (Barber line), from New York, due about January 20th.

## WEATHER REPORT

January 19th, at 12.11.—Pressure has decreased considerably at Weihaiwei, and moderately at Shanghai. It has increased slightly over Indo-China.

The northern anti-cyclone has moved eastward and another has formed over China. Fresh monsoon may be expected along the south-east coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 0.11 inch against an average of 0.58 inch.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.

Hongkong to Gap Rock N. winds, moderate; fine to cloudy.

Formosa Channel N.E. winds, strong.

South coast of China between N.E. winds, Hongkong and Lamook, fresh.

South coast of China between (The same as Hongkong and Hainan) No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 19th.

Barometer 30.11 30.18 30.18

Temperature 64 67 68

Humidity 63 76 55

Wind Direction East calm West

Force 2 0 1

Weather b b b

Rain — — —

Highest open-air Temperature on 19th...57

Lowest open-air Temperature on 19th...57

## SUNRISE AND SUNSET IN HONGKONG

FOR THE MONTH OF JANUARY.

January. Sunrise Sunset

20th, 7.00 6.03

21st, 7.00 6.04

22nd, 7.00 6.05

23rd, 7.00 6.06

24th, 7.00 6.06

25th, 7.00 6.07

26th, 7.00 6.07

27th, 7.04 6.08

28th, 7.04 6.09

29th, 7.04 6.09

30th, 7.03 6.10

31st, 7.03 6.11

February 1st, 7.03 6.12

## HONGKONG TIME SIGNALS

The Time Ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m. except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The Ball is hoisted half past the 25th minute and falls past the 57th minute. Should the ball fail to drop at the correct time it will be lowered at 5 minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the Time Ball be out of order the above routine will be carried out with the flag "Z" on the Storm Signal mast.

Time Signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 5.40 to 9.40 p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 25th, 50th, 52nd, and 54th of each minute.

The hours refer to Hongkong Standard Time (8 hours East of Greenwich).

## C P O S

## HONGKONG VANCOUVER

via Shanghai, Nagasaki, Kobe & Yokohama

EMPEROR OF JAPAN Jan. 26 Feb. 16

EMPEROR OF RUSSIA Feb. 10 Feb. 25

EMPEROR OF JAPAN Mar. 22 Apr. 12

EMPEROR OF ASIA Mar. 31 Apr. 18

MONTAGUE Apr. 7 May 1

EMPEROR OF RUSSIA Apr. 23 May 16

EMPEROR OF JAPAN May 17 June 7

EMPEROR OF ASIA May 26 June 13

MONTAGUE June 14 July 8

EMPEROR OF RUSSIA June 23 July 11

EMPEROR OF JAPAN July 7 July 23

For further information apply to HONGKONG OFFICE.

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## CHINA MAIL S.S. CO., LTD.

## FREIGHT AND PASSENGERS

S.S. "NANKING" 15,000 Tons S.S. "NILE" 11,000 Tons S.S. "CHINA" 10,900 Tons

SAILING FROM HONGKONG for SAN FRANCISCO via Shanghai, Japan Ports and Honolulu

S.S. "CHINA" Feb. 25th S.S. "NANKING" March 30th S.S. "NILE" Jan. 25th

SAILING FROM HONGKONG for MANILA

S.S. "NANKING" March 19th

SAILING FROM HONGKONG for SINGAPORE

S.S. "CHINA" Feb. 7th S.S. "NILE" April 3rd

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE.

C. T. SURREIDGE, Agent, Freight & Passenger Agent, Telephone No. 1934.

Telephone No. 1934. Tel. Freight Dept. & Agent. No. 2161.

## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE.

Operating the new first-class steamers "ECUADOR" "VENEZUELA" & "COLOMBIA."

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

U.S. SHIPPING BOARD VESSEL FOR SAN FRANCISCO.

SHANGHAI-HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—PACIFIC MAIL S.S. CO. Hotel Managers, Cable Address "SOLANO." 28

Telephone 141.

KONINKLYKE-PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched to SINGAPORE and BELAWAN-DELI

DIRECT on or about 25th January.

This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574. Agents. 73

## DODWELL &amp; COMPANY, LD.

## STEAMSHIP SERVICES

Regular Sailings to

NEW YORK &amp; BOSTON

via Suez or Panama Canal at Owners' Option.

S.S. "BOLTON CASTLE" sailing on or about 26th Jan.

## LLOYD TRIESTINO

For SHANGHAI

S.S. "HUNGARIA" on or about January 20th.

For BRINDISI, VENICE & TRIESTE. Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBI PORTS.

via SINGAPORE, PENANG &amp; COLOMBO

S.S. "PILSNA" on or about February 10th.

S.S. "HUNGARIA" on or about March 2nd.

Passenger Luggage can be insured at the Office of the Agents.

## NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG &amp; JAVA.

For JAPAN:

S.S. "HOKUTO MARU" sailing on or about January 20th.

S.S. "SAMARANG MARU" sailing on or about February 7th.

For JAVA:

S.S. "RIKUN MARU" sailing on or about Jan. 22nd.

S.S. "MACASSAR MARU" sailing on or about Feb. 11th.

## OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service from Pacific.

Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading for SOUTH AFRICAN PORTS with transhipment at CAIROGITA.

In conjunction with the

INDOCHINA STEAM NAVIGATION CO., LTD.

AND APOLAR LINE.

For Freight or Passage on any of the above Lines apply to:—DODWELL & CO., LTD. Agents.

## N. Y. K.

## NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SERVICE TO AMERICA.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (omitting Manila) Wednesday, 26th Jan., at 11 a.m.

TAJIMA MARU (calling Vancouver) Saturday, 30th Jan., at 11 a.m.

SUWA MARU Saturday, 11th Feb., at 11 a.m.

FUSHIMI MARU (omitting Manila) Wednesday, 9th Mar., at 11 a.m.

TOYAMA MARU (calling Vancouver) Friday, 11th Mar., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

SHIZUOKA MARU Monday, 24th Jan., at 11 a.m.

KAGA MARU Friday, 11th Feb., at 11 a.m.

YOKOHAMA MARU Friday, 18th Feb., at 11 a.m.

TAMRA MARU Friday, 4th Mar., at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.

LIBBON MARU Thursday, 10th February.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday.

Island, Townsville & Brisbane.

AKI MARU Tuesday, 15th Feb., at 11 a.m.

TANGO MARU Tuesday, 22nd Mar., at 11 a.m.

MIKKO MARU Tuesday, 19th Apr., at 11 a.m.

NEW YORK via Suez.

TOYOHASHI MARU End of February.

SOUTH AMERICAN PORTS via CAPE.

BOMBAY & COLOMBO via Singapore.

KAWACHI MARU Wednesday, 26th January.

TSUSHIMA MARU Monday, 14th Feb.

COLOMBO & RANGOON via Singapore & Penang.



## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BRISA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE LTD.  
Managing Agent."ELLERMAN" LINE.  
ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

See set to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to RICE &amp; Co., CANTON.

THE BANK LINE LTD.  
General Agents.

## C. N. C.

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SWATOW, AMOY & FOOCHOW	"KWANGSE"	On 20th Jan. D'light
SWATOW, AMOY & FOOCHOW	"HINKIANG"	On 20th Jan. 8 A.M.
SWATOW, AMOY & FOOCHOW	"TAMING"	On 21st Jan. 7 A.M.
SWATOW, AMOY & FOOCHOW	"OHINHUA"	On 21st Jan. 10 A.M.
SWATOW, AMOY & FOOCHOW	"KIUKIANG"	On 22nd Jan. 4 P.M.
SWATOW, AMOY & FOOCHOW	"HIAN"	On 22nd Jan. 4 P.M.
SWATOW, AMOY & FOOCHOW	"SHANTUNG"	On 23rd Jan. Noon

SWATOW, AMOY & FOOCHOW—Passengers, Mails and Cargo. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Yungtiao (weekly), taking cargo on through Bills of Lading to all Japanese and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE, Agents.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW  
AND RETURN

(Occupying 9 to 10 Days).

"HAIKONG"	On 1st Oct. W. C. Passmore	THURSDAY, Jan. 20th at 12 Noon.
"HAIKONG"	On 1st Oct. J. E. Thomson	SUNDAY, Jan. 23rd at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LIPRAIK & CO.,  
General Managers.

## NEW YORK DIRECT

Joint Service of the

## "BLUE FUNNEL" LINE

OCEAN BR. CO. LTD. and CHINA MUTUAL S.S. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

## Sailings from Hongkong:

"AGAMEMNON"	... via Suez ...	20th Jan.
"KENTUCKY"	... via Suez ...	1st Mar.

\* calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE LTD. HONGKONG  
HONGKONG AND CANTON, GIBBS & CO., CANTON.P. & O. - BRITISH INDIA,  
APCAR AND EASTERN &  
AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

SS.	Tons	From Hongkong (about)	Destination
"FLASSY"	7,214	23rd Jan. 10 A.M.	Marseilles, London & Antwerp
"DELTA"	8,000	1st Feb.	Marseilles, London & Antwerp
"DUNERA"	5,400	10th Feb.	Singapore, Colombo & Bombay
"LAHORE" (Cargo)	5,200	27th Feb.	do
"KASHGAR"	9,000	4th Mar.	Marseilles, London & Antwerp
"ALIPORE"	5,300	11th Mar.	Singapore, Colombo & Bombay
"DIUWARA"	5,400	18th Mar.	do
"KARNATA"	9,000	25th Mar.	Marseilles, London & Antwerp
"KASHMIR"	9,000	25th Mar.	do

## BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA"	7,000	4th Feb.	Calcutta via Suez & Suez
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## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	22nd Jan. Noon	Sandakan, Thursday Island
"KANOWNA"	7,000	16th Feb.	Calcutta, Townsville, Brisbane
"ST. ALBANS"	4,500	9th Mar.	Sydney & Melbourne

## SAILINGS TO SHANGHAI &amp; JAPAN

"TAKADA"	7,000	22nd Jan. D'light	Amoy, Shanghai & Kobe
"LAHORE"	5,400	28th Jan.	Shanghai & Japan
"DUNERA"	5,400	28th Jan.	Shanghai & Japan
"JAPAN"	6,000	28th Jan.	Shanghai & Japan
"KANOWNA"	7,000	31st Jan.	Japan direct

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable. \* Calls at Hanoi and Ombé Sandakan.  
1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the action of their P. & O. Tickets Singapore to Calcutta.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.  
Parcels measuring not more than 2 1/2 ft. x 2 1/2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

## NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected, of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GUTHRIE & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.  
For further information, Freight Rates, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.,  
23, Des Voeux Road Central, HONGKONG. Agents.O. S. K.  
OSAKA SHOSEN KAISHA.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"HIMALAYA MARU" ... Thursday, 10th Feb.

BUENOS AIRES-RIO DE JANEIRO, SANTON, MAURITIUS.

DURBAN &amp; CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"SEATTLE MARU" ... Tuesday, 8th Mar.

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

"KARADO MARU" ... Thursday, 20th Jan.

"SAIGON MARU" ... Sunday, 24th Jan.

\* Taking Passengers

SAIGON, BANGKOK &amp; SINGAPORE—Regular monthly service.

"UNNAN MARU" ... Wednesday, 2nd Feb.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—

Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo. ST. GEORGE'S POINT U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"MANILA MARU" ... Monday, 24th Jan.

\* Omé-Manila

NEW YORK—Regular monthly service via Japan, Port, San Francisco, Panama and Colon.

"ALASKA MARU" ... Middle of February.

NEW ORLEANS LINE.

"HAMBURG MARU" ... Monday, 7th Feb.

JAPAN PORTS—Shanghai, Moji, Kobe &amp; Yokohama.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

TAKAO via SWATOW &amp; AMOY.

"SUSHU MARU" ... Thursday, 27th Jan.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building, (60)

Tel. Nos. 744 &amp; 745.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer ... Arr. Hongkong from Australia ... Lv. Hongkong for Australia

"OHANGSHA" ... 14th Feb. ... 16th Feb.

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand &amp; Tasmanian Ports.

For Freight and Passage apply to— BUTTERFIELD &amp; SWIRE, Agents. (68)

T. K. K.  
TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMER	Tons	Leave Hongkong
"SHINYO MARU"	23,000	Feb. 7th
"FUREIA MARU"	23,000	Feb. 24th
"KORRA MARU"	20,000	March 1st
"SHIBUYA MARU"	20,000	March 15th

\* Calling at Dairen instead of Nagasaki.

## SOUTH AMERICAN LINE

## HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ANCO &amp; IQUIQUE.

Through by TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMER	Tons	Leave Hongkong
"REIYO MARU"	18,700	Feb. 1st
"ASTO MARU"	14,000	March 1st
"SMITO MARU"	14,000	May 1st

\* Cargo only

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager, King's Building, Tel. Nos. 2374 &amp; 2375.

Agents at Canton: Messrs. T. H. GRIFITH, LTD.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Discharge	Sailing Date
HANGHAI, KORE	"ARMAND BEHIO" 10,000	On or about 20th Jan.
YOKOHAMA	"CORDILLERE" 10,000	On or about 2nd Feb.
	"CHILI" 10,000	On or about 14th Mar.

MARSEILLES via  
BAOYON, SINGAPORE, COLOMBO, DUBOUE, SUZUKI, PORT SAID.  
"PAUL LEGAT" 30,000 - On or about 31st Jan.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. HODENFUEHR,  
Agent, Queen's Building.

Telephone 740.



## TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER  
(Calling at Shanghai, Dairen and Japan Ports).

"EDMUND"	... About Jan. 10th.
"EDRIDGE"	... About Feb. 20th.
"WHEATLAND MONTANA"	... About March 1st.
"CITY OF BOSTON"	... About March 1st.

For PORTLAND direct.

(Calling at Kobe and Yokohama).

"ABERCOS" (For Manila)	... About Jan. 31st.
"ABERCOS" (For Portland)	... About Feb. 10th.
"PAWLET"	... About May 7th.
"COAST"	... About April 4th.

## THE ADMIRAL LINE.

Telephone 2477 &amp; 2478.

Fifth Floor, HONG KONG.

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WAUKEGAN" ... about Jan. 20th, 1921.

S.S. "SATSUMA" ... about Feb. 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.,  
THE ADMIRAL LINE.

Telephone

2477 &amp; 2478

AGENTS

5th Floor

HONG KONG.

## CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA &amp; HAMBURG.

"VICTORIA" February 10th.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.,  
Agents, 115, Connaught Road Central.



